

# GRAIN DEALERS' JOURNAL

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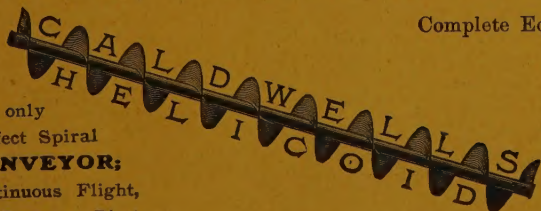
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Sheets Bros. Eltr. Co., The, grain, hay, straw.  
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Union Elevator Co., grain, hay, straw.\*

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Ernst-Davis Grain Co., commission.\*  
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Snodgrass, Steele & Co., grain and seeds.  
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Webb & Maury, grain and hay.\*

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Kamm & Co., P. C., barley and rye.\*  
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Wissbeck & Co., Henry, grain revrs. and shippers.

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Marfield, Tearse & Noyes, grain commission.\*  
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Dey, Leslie G., grain receiver.  
Drake, N., grain receiver.  
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Updike Grain Co., grain dealers.  
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Miles, P. B. & C. C., grain commission.\*  
Mills Bros., grain commission.  
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Richardson Bros., grain, flour, mill feeds.  
Rogers & Co., E. L., grain, hay.\*  
Walton Bros., grain and feed.\*  
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Warr & Canby, grain, flour, feed.  
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Geidel & Dickson, grain and hay.  
Graham & Son, Jas., grain, hay, mill feed.  
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Herb Bros. & Martin, grain, hay, feed.

## PITTSBURG—CONT'D.

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McCague, R. S., grain, hay.\*  
Morgan & Co., H. G., ear corn and hay.\*  
Pittsburg Transfer Eltr. Co., grain, hay, feed.

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Fairbanks & Co., S. G., grain, hay, seeds.

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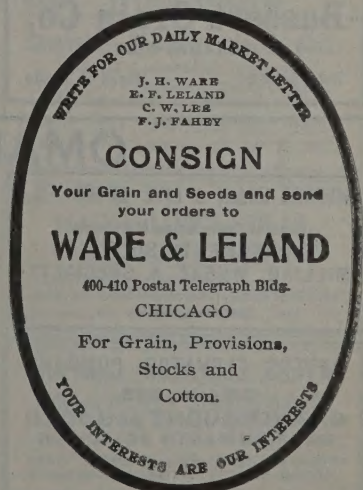
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PORTLAND, MAINE  
Connection wanted with a good rolled oats mill

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Established 1876  
**MILLER & CO.**  
HAY, GRAIN & COMMISSION  
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Consignments Solicited

**KENDRICK-ROAN GRAIN CO.**  
Incorporated  
GENERAL GRAIN MERCHANTS  
Receivers-Shippers  
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**Try**  
Our Special Brand of White Oats  
McCRAY, MORRISON & CO.,  
Grain Shippers, Kentland, Ind.

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**VAN TASSELL GRAIN CO.**  
GRAIN  
MERCHANTS  
PEORIA, - - - - - ILL.

## COUNCIL BLUFFS, IA.

**DROGE - KIDDLE CO.**  
Grain Dealers  
Corn for Feeders, Pure Ground Corn  
in car lots, sacked, a specialty.  
Correspondence Solicited.  
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## MONTGOMERY, ALA.

**UNITED SELLING COMPANY, Inc.**  
**BROKERS**  
HAY GRAIN FEED FLOUR  
Consignments Solicited.  
Warehouse on track—Capacity 40 cars  
Montgomery, Ala.

## MEMPHIS, TENN.

**THE H. J. HASENWINKLE CO.**  
**COMMISSION • MERCHANTS •**  
CONSIGNMENTS  
• SOLICITED •  
MEMPHIS TENN.

Clark's  
Car  
Register

Shows at a glance where to look for the record of any car  
of grain. It is made of heavy ledger paper, is well bound  
and indexed. Size 11 x 14½ in.

No. 43. Contains spaces for 9000 cars - - - \$1.50  
No. 42. " " " 17000 " " " 2.50

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255 LA SALLE STREET CHICAGO, ILL.



# CHOICE NORTHERN SEED OATS FOR SALE

NEVER in the history of the grain business has good seed oats been so scarce. All light-weight oats are not matured and when cleaned and clipped to test around thirty pounds they will not germinate to exceed 60 per cent. Montana and other western oats will not fill or do well in this soil and climate.

We have a limited number of cars of Selected Wisconsin Seed which we will guarantee to grow 98 per cent, testing 33 to 35 pounds, absolutely free from all foreign seeds, which we offer for sale in car lots.

Send for samples and prices.

## NORTHERN GRAIN COMPANY

MANITOWOC, WISCONSIN



## POWER FOR GRAIN ELEVATORS.

## The St. Mary's Machine Co.

Manufacturer of



## Gas and Gasoline Engines

Especially adapted for Grain Elevators and Mills

THE ST. MARY'S MACHINE CO.  
St. Mary's, Ohio.

## WITTE GAS AND GASOLINE ENGINES

All sizes, any grade fuel.  
The Elevator and Grain Trade Specialists.  
The Witte represents the highest mechanical accuracy and mechanical workmanship.  
All valves vertical and cast-iron.  
Brazonized Bronze Bearings.  
Automatic oiling system.

Noiseless safety Auto Mufflers.

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Prompt Deliveries Complete Equipments.

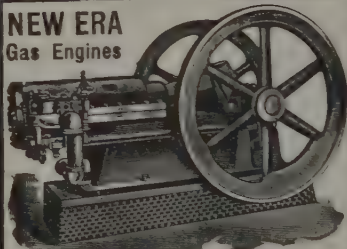
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## NEW ERA Gas Engines



And Gas Producers. Sizes 1 1/2 to 150 H. P. All NEW ERA Engines have our Patented Water Jacketed Solid Cylinder Head. NEW ERA GAS ENGINE CO.  
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Operators of gasoline engines who encounter difficulties in the care or operation of gas or gasoline engines will find amongst the following books of great assistance.

THE PRINCIPAL GAS ENGINE, by E. W. Roberts, M. D. Price \$1.00.

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GAS ENGINE TROUBLES AND REMEDIES, by Albert Steiner, Price \$1.00.

THE PRACTICAL GAS AND OIL ENGINE HANDBOOK, by L. Elliott Brooks, Price \$1.00.

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Horizontal Type 1 to 40 H. P.  
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FOR GAS, GASOLINE, ALCOHOL,  
DISTILLATE AND PRODUCER GAS  
FOR ALL POWER PURPOSES

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Describing the Many Advantages

THE FOOS GAS ENGINE COMPANY  
SPRINGFIELD, OHIO

## OTTO ENGINES

## GOLD MEDAL AT JAMESTOWN

The U. S. Government paid this Company a big compliment when it selected the "OTTO" Engine for use in making fuel test at the Jamestown Exposition.

The Jury of Awards also proved its fitness for its task when it Awarded the "OTTO" the Gold Medal.

The "OTTO" has won FIRST PRIZE at every large Exposition held in this country since the Centennial in '76.



OTTO GAS ENGINE WORKS, Phila, Pa.  
STANDARD OF THE WORLD

## Special to Grain Dealers



Square Platform Portable Scales are best for weighing grain on account of large area of platform.

We are making special prices for immediate orders as follows:

600 lb. Capacity Platform, 23x23, \$16.50

1000 lb. Capacity Platform, 25x25, 19.50

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2000 lb. Capacity Platform, 31x31, 34.00

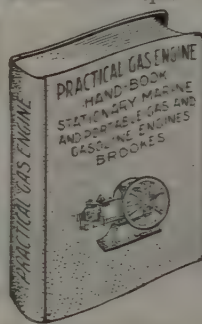
Bag Rack \$2.00 extra

The Standard Scale &amp; Supply Co.

50-52 So. Canal St., Chicago, Ill.

## The Practical Gas and Oil Engine Handbook

gives full and clear instructions on all points relating to the care, maintenance and repair of stationary, portable and marine gas and oil engines, including how to start, stop, adjust, repair and test. The author has endeavored to avoid all technical matter as far as possible, and to present the information given in a clear and practical manner.



Pocket Size, 4x6 1/2, 200 pages, with numerous rules and formulas and diagrams, and over 50 illustrations. Cloth bound, price \$1.00. address

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IF YOU WANT THE BEST  
CAR LOADER

Write

The Ideal Car Loader Co.  
ALLENVILLE, ILL.

### Say

Let the Grain Dealers Journal  
Want Ads do your work.  
*They bring quick returns.*

The Only  
Car Loader  
That will  
Not  
Damage  
The Grain.



### Combined Grain Cleaner and Pneumatic Car Loader

The only machine that will  
clean and load at the  
same time.

New Lennox, Ill., July 30, 1907  
Mattoon Grain Conveyor Co.,  
Mattoon, Ill.

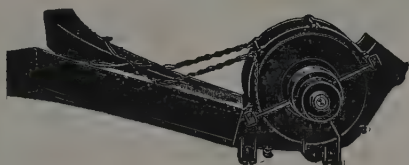
Dear Sirs: I enclose draft to pay for Car Loader and  
Cleaner. It is, to my mind, one of the most valuable  
machines that I have. It does the loading quickly and  
does it perfectly. I would not be without it now, for  
any money, now that we have used it a while.

Very truly yours,

H. N. DICKINSON.

For descriptive circular and prices, address,

**MATTOON GRAIN CONVEYOR CO.**  
MATTOON, ILL.



are not only good enough to sell themselves when given a trial but also sell others, which proves what a customer of ours in Ohio said, that "A pleased customer is the best advertisement after all."

The Maroa Mfg. Co., Maroa, Ill.—Gentlemen: I enclose a check in payment of one Car Loader. We are more than pleased with our Loader. I don't know how we got along without it as long as we did.  
Yours respectfully, L. CORTELYOU, per J. E. Robinson, Mgr.

**MAROA MFG. CO., Maroa, Illinois**

In May, 1903, we shipped a loader on trial to Prosser Grain & Supply Co., Prosser, Neb., which was paid for in a short time. In June, 1904, Mr. L. Cortelyou, at that time president of the Kansas Grain Dealers Association, ordered one for his elevator at Muscotah, because it had been recommended by the manager of the Prosser Co. About 15 months later he ordered one shipped to him at Corning, and below you will see what his manager there had to say about it. All three of these were mail orders, and coming in the way they did, show that our Loaders are not only good enough to sell themselves when given a trial but also sell others, which proves what a customer of ours in Ohio said, that "A pleased customer is the best advertisement after all."

Corning, Kansas, Dec. 7, 1905.

The Maroa Mfg. Co., Maroa, Ill.—Gentlemen: I enclose a check in payment of one Car Loader. We are more than pleased with our Loader. I don't know how we got along without it as long as we did.  
Yours respectfully, L. CORTELYOU, per J. E. Robinson, Mgr.

**MAROA MFG. CO., Maroa, Illinois**

### Any Weight

of grain up to 100,000 pounds is reduced to bushels by Clark's Decimal Grain Values, which also shows the value of any number of pounds in dollars and cents. Price \$5.00

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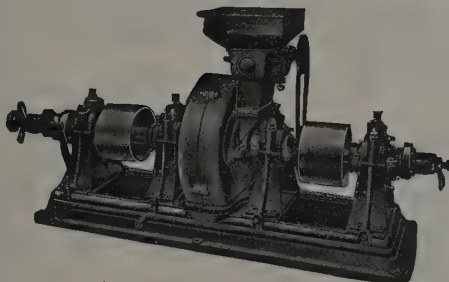
### Your Profits

at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

### Monarch Feed Mill

Let us prove it to you by sending you one on trial. WRITE US

**SPROUT, WALDRON & CO**  
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### Grain Dealers' Scale Tickets.

BOOK NO. 51.

This scale book contains 100 pages 8x11 1/2 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net... bushels.... pounds, Price, Dollars and Cents.

It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them.

Book No. 51, Price 75 cents. Address

**GRAIN DEALERS COMPANY**

255 La Salle Street, - Chicago, Ill.

### Vest Pocket Grain Tables

Clark's Vest Pocket Grain Tables reduce pounds to bushels on any number of pounds from 10 to 100,000

It is printed in two colors, red and black. The red figures show the pounds and the black the bushels and pounds.

The tables show the following reductions:  
Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs.; Timothy Seed at 45 lbs.

These tables are bound in tough paper and form a thin book, 2 1/4 in. wide by 8 1/4 in. long. Price 50 Cents. Address

**GRAIN DEALERS COMPANY**

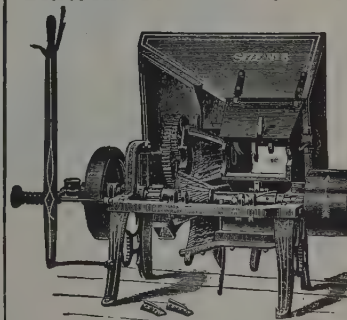
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### Bowsher Feed Mills

(SOLD WITH OR WITHOUT ELEVATOR.)

Crush ear corn (with or without shucks) and grind all kinds of small grain; separately or mixed. Will grind **Kaffir** Corn in the Head. Have Conical Shaped Grinders. CAN RUN EMPTY WITHOUT INJURY.

**Different From All Others**



**Lightest Running**  
Best Built. Finest Finish.

**HANDIEST TO OPERATE**  
SEVEN SIZES: From 2 to 25 h. p. (Also make Sweep Mills, both Geared and Plain.)

**They are Built for Business.**

**THE N. P. BOWSHER CO., South Bend, Ind.**

### BUYERS AND SELLERS

of grain elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.





## The McLeod Automatic Hopper Scale

"The Scale That Weighs"

A masterpiece of simple construction, embodying the correct principles of the standard scales, including a graduated brass beam.

Weights and records accurately, every pound of grain passing through it.

Requires no attention while in operation, and guaranteed not to stick on light or trashy grain.

Its smooth running qualities insures its durability.

**J. D. EARHART & SON**

DEALERS IN  
GRAIN AND COAL

PARTRIDGE, KANSAS, NOV. 14, 1907.

MCLEOD BROS., Bloomington, Ill.

GENTLEMEN:—I have your favor of 12th and in reply will say I am more than pleased with my scale. I have weighed with track scales and hopper scales, but when I weigh a car of wheat or corn now I am not afraid to make affidavit to weights, I can show as fine weights now as any one. I don't care what kind of scale they are using. Don't hesitate to refer any one to me who is thinking of buying a scale. I can recommend it to any one who wants something good.

Yours truly

J. D. EARHART & SON.

WRITE FOR CATALOG

MCLEOD BROTHERS, Bloomington, Ill. or Marietta, Kans.

## WHAT IS THE COST OF 800 BUSHEL OF WHEAT

At Gypsum City we cannot weigh our wheat and have to take destination weights. At this point, in handling 41,000 bushels

**We Are Short Some 800 Bushels of Grain**

The above is from a letter from the Salina Produce Co., Salina, Kan. In the same letter they write:



Since we installed our automatic scale at Longford our shortage of wheat has not exceeded  $\frac{1}{8}$ th of 1%

**If You Are Affected by the "Shortage" Question**

Write for particulars of

**AVERY AUTOMATIC SCALES**

Ask for Catalog F

**AVERY SCALE CO., North Milwaukee, Wis.**

# For Sale



For particulars see the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale. If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily without extra charge.

**The cost for advertising is 15c per line**

## THE OLDEST AND THE NEWEST AUTOMATIC ELEVATOR SCALE



The "Richardson" was the first successful Automatic Elevator Scale made; therefore, the oldest. It has features representing the latest findings in Automatic Weighing; therefore, the newest.

DON'T allow confiscation of grain over carload lots!

DON'T stand for wrecked cars!

DON'T admit loss on leaking cars!

**WEIGH EVERY POUND OF GRAIN LEAVING YOUR ELEVATOR—THOUSANDS IN DAILY USE—ALL SATISFIED.**

**RICHARDSON SCALE CO.**

3-4 Park Row  
New York, N. Y.

122 Monroe Street  
Chicago, Ill.



# SELLING

an Elevator is easy if you go about it in the right way. The most important factor in making an advantageous sale is to let as many buyers as possible know your property is for sale. This can be accomplished to the best advantage by describing your property in the "Elevators for sale" columns of the Grain Dealers Journal. Here all would-be buyers look to see what is offered. The more explicit you make your ad., the more inquiries you will receive. It will not be necessary to disclose your identity in advertisement. Others are continually using the "Elevators for Sale" columns, successfully, so can you.

Grain Dealers Journal:

BOSWELL, IND., Nov. 5, 1907.

You need not run my ad any longer as I think I have sold; have inquiries enough, if this trade does not go through, to sell it.—WILLIS SAMUEL.

Grain Dealers Journal:

CHETOPA, KANS., Nov. 15th, 1907.

I have sold my elevator to C. N. Bunds of Manhattan, who will take possession in a few days. He first saw my ad in your Journal, and allow me to say to your readers, if they want a buyer, advertise therein.—FRED. P. MILLER.

Grain Dealers Journal:

GREENVILLE, OHIO.

Please discontinue ad. as we have about made a deal. We were greatly surprised to have so many respond to the ad.—WEINER GRAIN CO.

You too can get satisfactory returns, have no commission to pay and know that you are getting top price for your property. Try it. Cost 15 cents per printed line each insertion.

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## Hess=Dried Corn

Dried with Warm Air } With a  
Cooled with Fresh Air } Hess Drier

*Best for Shipping*

*Best for Storing*

*Best for Milling*

Hess=Dried Corn is normal in all respects. It will germinate strongly, and its milling qualities are improved. The treatment of Hess Drying sweetens it, removes all odors, and by driving out all excess moisture prevents heating and makes it safe for shipping or for storing indefinitely.

Sold by many leading grain dealers throughout the U. S. A free list of these dealers will be supplied on request.

**Hess Warming & Ventilating Co.**

907A Tacoma Bldg., Chicago

## Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380.

**Price, \$1.50**

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## Record of Cars Shipped

Is a book designed especially for country shippers in keeping a complete record of each car of grain shipped.

It is ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½x12 inches, and contains 160 pages of linen ledger paper, 20 lines to each page, and has spaces for recording the foregoing facts regarding 2,330 carloads. It is well bound in strong boards with leather back and corners.

Order Form 385. PRICE, \$1.50.

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## GRAIN ELEVATOR BUILDERS.

**THE CAPITAL CONSTRUCTION CO.**  
Designers and Builders of  
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OKLAHOMA CITY OKLAHOMA

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Designer and Builder of  
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Plans, Specifications, Estimates

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INDIANAPOLIS, INDIANA

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**Designers and Builders of**  
**Modern Elevators**

Write us about our New 10c per Bushel Wood  
Storage. Our Plans and Specifications  
cannot be beaten  
YOURS FOR MORE BUSINESS

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**GRAIN ELEVATORS**

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**THE PRACTICAL GAS ENGINEER**  
(Fifth Edition)

If you operate a gasoline engine you need  
this book for it tells about the operation and  
care of one. Written by a man of practical  
experience. Contains 140 pages neatly bound  
in cloth. Price \$1.00

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**Gas Engine Books**

Operators of gasoline engines who encounter  
difficulties in the care or operation of gas and  
gasoline engines will find each of the following  
books of great assistance.

**The Practical Gas Engineer**, by E.  
W. Longanecker, M. D., Price, \$1.00.

**The Gas and Gasoline Engine**, by  
Norman & Hubbard, Price, \$1.00.

**The Gas Engine Handbook**, by E. W.  
Roberts, Price, \$1.50.

**Gas Engine Troubles and Remedies**,  
by Albert Strittmatter, Price, \$1.00.

**Plain Gas Engine Sense**, by E. L.  
Osborne, Price, \$1.00.

For any of the above address,

**Grain Dealers Journal**

255 La Salle Street,

Chicago, Illinois

**NOTICE**

I am now located at Enid,  
Okla., and am in shape to serve  
all of my old customers as well  
as new ones and can save you  
money on elevator and mill work.

*Correspondence solicited.***C. A. LOWE - Enid, Okla.**

# HESS Corn Driers

We have all sizes in stock ready for quick  
shipment.

It is not too late to set up a HESS DRIER  
and make a good profit this spring. Others are  
doing it—you might. FREE booklet.

Why do you pay CORN PRICE  
FOR WATER?

Get a HESS U. S.  
MOISTURE TESTER

and know what you buy when you buy corn.

Anyone can make a test in twenty minutes.  
Every grain man needs one.

FREE BOOKLET.

**Hess Warming & Ventilating Co.**

907 Tacoma Bldg., Chicago.

# SET OF BOOKS FOR GRAIN DEALERS

COMPLETE FOR \$3.50.

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**Grain Register** is invaluable to the country grain man and is  
designed to facilitate the work of keeping a record of weights  
and number of bushels in wagon loads of grain received.

Each page is 8½x14 inches, and at top of the 11 columns  
are printed Date, Name, Kind of Grain, Gross, Tare, Net,  
Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has  
100 pages, making each book contain spaces for records of  
4,000 loads. The book is well printed and ruled on sterling  
ledger paper, and substantially bound in full heavy canvas  
covers.

**A GRAIN SHIPPING BOOK (No. 14 AA).**

**Sales, Shipments and Returns** is invaluable to the country  
grain man in keeping record of his sales, shipments and re-  
turns from the shipments made. Its use will save much time  
and book work. The pages are 10½x16½ inches, used double.  
The left-hand pages are ruled for information regarding **Sales**  
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**Sales** the column headings are Date, Amount Sold, Price,  
Grain, Terms. Under **Shipments** are Date, Car Number and  
Initial, Our Weights in Bushels, Grade, Route, Rate. Under  
**Returns** are Destination Grade, Difference, Bushels, Over,  
Short, Gross Proceeds, Freight, Over, Short, Commissions,  
Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

It contains 76 double pages, with room for records of over  
2,200 cars. It is well bound in heavy canvas covers with  
leather corners, and printed on linen ledger paper.

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## GRAIN ELEVATOR BUILDERS.

### REDUCE YOUR EXPENSE

bill, by having an Elevator that does the work. I build and remodel grain Elevators. Write for plans and prices.

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### Steel Grain Tanks

We are pioneers in this line and are building tanks in the good old fashioned way. Joints caulked, and guaranteed water, weather and bug proof. Long experience has demonstrated the necessity of high grade workmanship to make steel storage a success. We do it.

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WM. GRAVER TANK WORKS, Chicago, Ind.

### Grain Storage Construction Co.

Designers and Builders of  
Fireproof Grain Elevators, Tanks, Conveyors  
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### Steel Tanks for Grain Storage

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& Sheet Iron Works Co.

1535-1537 North Ninth St., St. Louis, Mo.

### Steel Construction

— OF —

Every Description

Tanks, Buildings, Elevators  
ANYTIME ANYWHERE

RITER-CONLEY MFG. CO.

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### Grain Scale Book No. 23.

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10 1/4 x 15 1/4 inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

For Sale by

GRAIN DEALERS COMPANY

255 LA SALLE ST. CHICAGO, ILL.

### T. E. IBBERSON

Designer and Builder of

GRAIN ELEVATORS

310 Corn Exchange, Minneapolis

### W. S. MOORE

Designer and Builder of

GRAIN ELEVATORS

in wood, concrete or steel. I am thoroughly equipped to do work to the best of advantage. My fireproof engine room is unequalled in arrangement and construction. If you are going to build or improve, get my ideas and you will want my services. Write today.

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**G. H. Birchard**  
CONTRACTOR  
OF  
**Grain Elevators.**

Especially Designed for Economy  
of Operation and Maintenance  
LINCOLN, NEB.

### I BUILD TO PLEASE

Grain Elevators and Warehouses

Plans and Specifications furnished  
on application.

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Designer and Builder of  
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Satisfaction Guaranteed

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Warehouses,  
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Elevator and Scale Work a Specialty.  
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## Grain Elevators

AND GENERAL CONSTRUCTION IN WOOD, BRICK AND CONCRETE  
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Minneapolis, Minn.

### Wheat Tables

On Cards

Clark's Wheat Tables for reducing wagon load weights to bushels reduce any number of pounds up to 4,000 to bushels of 60 pounds each.

In addition to the regular reduction table, 4 dockage tables showing the dockage of any quantity up to 4,000

lbs., at 1, 2, 3 and 5 lb. dockage are given. Also a table for reducing any quantity of flaxseed, rye or shelled corn up to 4,000 lbs. to bushels of 56 lbs.

Printed in two colors on heavy bristol board with eyelet to hang beside scale beam. These six tables will be sent, prepaid, for 50 cents.

GRAIN DEALERS CO., 255 La Salle Street, Chicago, Ill.



## GRAIN ELEVATOR BUILDERS

## YOUNGLOVE

is now ready for business at his new location.  
In addition to the designing and building of

## GRAIN ELEVATORS

a complete stock of elevator machinery and supplies will be carried.

Plans, specifications and estimates furnished on short notice.

If you have a breakdown and need repairs quickly we can supply your wants.

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## DO IT NOW!

We can do it cheaper—We make the best plans and specifications—Put up the best jobs and finish them complete.

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Grain Elevator Plants, Mills, Warehouses, Electric and Power Plants

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## DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

## Grain Dealers Journal,

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Plans, Specifications and Estimates furnished on short notice. Grain Elevator Machinery and Supplies carried in stock ready for immediate delivery.

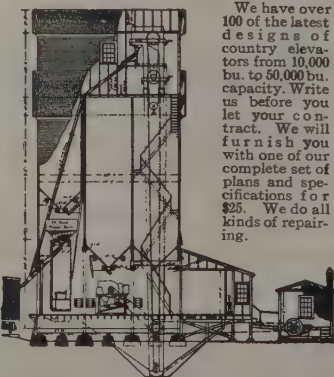
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306 Corn Exchange, MINNEAPOLIS, MINN.

## Grain Receiving REGISTER

This book is designed to facilitate the work of the country grain man in keeping a record of weights of grain received. At the top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each book has 100 pages, 8 1/2 x 14 inches, and each page 40 lines, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on linen ledger paper, and substantially bound in extra heavy canvas covers. Order Form 12AA

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Designed primarily for use of Coal and Hay Dealers. This book of tables shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. It is especially adapted for retailers. It is well printed on good paper, and bound in cloth. It has a marginal index. Size of book 4 1/4 x 8 1/4 inches, 110 pages.

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Under construction for the Canadian Pacific Railroad Co. at  
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We handle a full line and can give you a machine for any kind of work you want to do.

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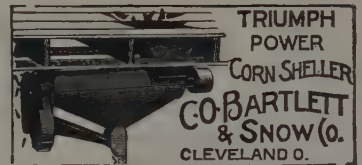
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Northwestern Agents for

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We Are Large Manufacturers of  
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We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

**SYKES STEEL ROOFING CO., Chicago, Ill.**

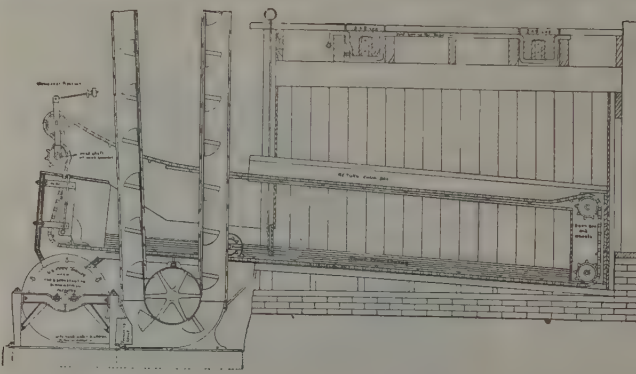
## Corn and Oat Tables

On Cards

Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flaxseed, ear corn and oats up to 4,000 pounds to bushels of 56, 70, 72, 75, 80 and 32, 33 and 35 pounds. Printed in two colors, on heavy bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered, 50 cents.

**Grain Dealers Co.**

255 La Salle Street, - Chicago, Ill.



## Are You Building a New Elevator Or Remodeling an Old One?

In either case don't you see by the accompanying cut what a **HANDY** arrangement we offer you for handling grain?

A Self-locking Rail Dump, B. S. C. Chain Conveyor and Feeder to the Elevator Boot or to the **U. S. CORN SHELLE** which discharges directly into the Boot.

State particulars and we will tell you what this outfit would cost.

### REPRESENTATIVES:

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## CORN SHIPPERS

The chances of corn heating in transit are sufficient without including broken kernels and cobs, shucks, silks and fine dirt. Clean corn that has been well shelled will stand shipping better than the dirty.

The **New Marseilles Dustless Cylinder Corn Sheller** is well made, stands hard work and will shell with a minimum amount of breakage of both cobs and kernels; requires little power and has a large capacity. This is the only **Cylinder Sheller** that does not deliver dust or dirt into the cob pile; that saves the largest percentage of the corn and that cleans both the corn and the cobs. By using this sheller and cleaner you get uniform kernels, that are free from broken bits of cobs, pieces of the husk, silks or other foreign matter.

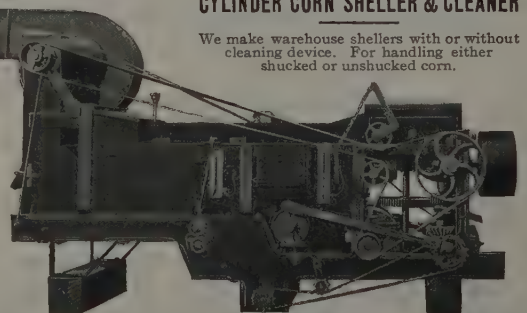
This year corn requires careful handling, be on the safe side and use the **New Marseilles Dustless Cylinder Corn Sheller and Cleaner**, your corn will grade better. Made in 3 sizes from 200 to 1800 bushels per hour.

We also manufacture a complete line of elevator machinery and supplies, and can equip your new elevator from cupola to pit. Send for catalog.

**MARSEILLES MANUFACTURING COMPANY.**

## NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLE & CLEANER

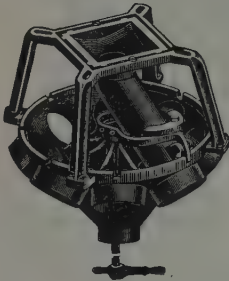
We make warehouse shellers with or without cleaning device. For handling either shucked or unshucked corn.



**MARSEILLES, ILLINOIS**



## HALL Signaling Distributor



Prevents grain mixing in distribution.

Automatically signals when bin is full or spout clogged.

Permits using all bins to full capacity.

Prevents chokes in back leg.

Operates entirely from lower floor.

Drudgery made pastime.

No repairs required.

Guaranteed five years.

Send for booklet "B."

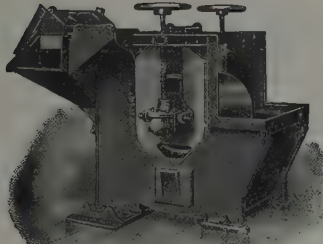
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222 First National Bank Bldg.

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## HALL Non-Chokable Boot

Removes a Great Buzbear



It makes chokes with grain absolutely impossible, thereby removing all the trouble, disaster and expense thereto.

Incidentally every cup fills heaping full, utilizing their full carrying capacity, thereby doubling the amount daily elevated, without care, attention or anxiety. Pay for themselves in work accomplished in 30 days.

Send for Catalog "E."

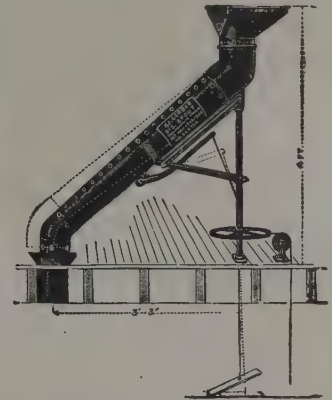
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That is what you get when you buy the GERBER IMPROVED No. 2 DISTRIBUTING SPOUT. Can be operated from working floor.



Prevents mixing of grain. It's like trading dollars when you buy this spout for you get full value for every cent spent. I make a specialty of Elevator and mill spouting. Write for particulars.

**J. J. GERBER**

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## Clark's Decimal Grain Values.

Saves Time, Money and Prevents Errors

It shows at a glance or with the simplest addition the cost of any quantity of grain at any possible market price and reduces pounds to bushels on the same page.

The values are shown directly from the pounds without reducing to bushels.

Pounds are shown in red figures, and values in black. The price being given at top and bottom of columns on each page.

Reductions to bushels are given in two columns, the larger showing the equivalent of the full line, or thousands, in the pounds column; the smaller the hundreds only.

The complete book comprises four sets of tables as follows:

No. 31. Oat Values 10 to 79 cts. per bushel and reducing any weight to bushels of 32 pounds. Bound in manila. Price, \$2.00.

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No. 35. The complete book contains the four sets of tables, printed on 80-lb. book paper and bound in art canvas. Price \$5.00 per copy.

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**Grain Dealers Journal**

255 La Salle St., Chicago, Ill

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is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9 1/2 x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

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This book is 8 1/2 x 14 inches and contains 150 numbered pages of superior ledger paper. Well bound with best binder board, covered with cloth, leather back, and round leather corners.

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**GRAIN DEALERS JOURNAL**

255 La Salle St., CHICAGO, ILL.

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322 4th Ave. South  
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## Sells Machinery for Elevators and Mills

WRITE FOR PRICES

**Avery Automatic Scales**

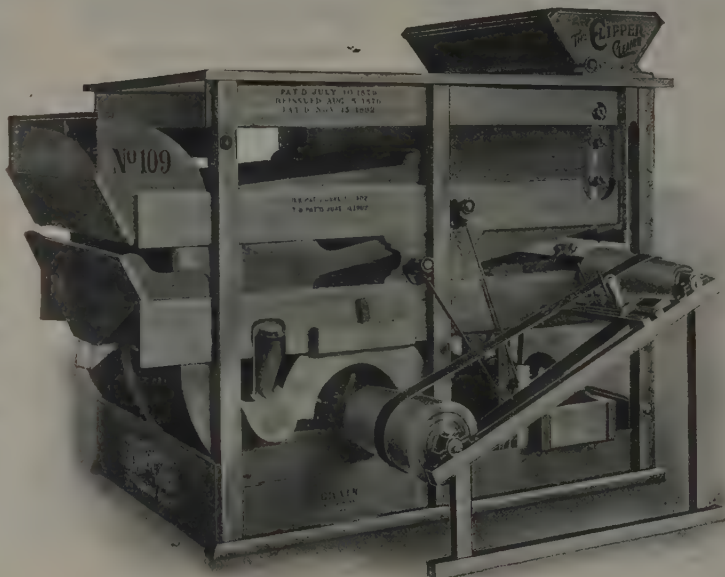
**Gasoline Engines**

Watch for Our April Bargain Sheet

## The "Clipper" Grain & Flax Cleaners

THE No. 109 CLEANER shown in cut is especially well adapted to handling Northwestern grain and flax. It has four screens in the shoe, a sand screen, grade screen and two scalper screens which is very important in handling flax. It has Traveling Brushes on the two lower screens to keep them from clogging, insuring perfect screen work. We furnish a large assortment of screens for handling grain and flax, also separating flax from mustard, oats from wheat, etc. It is equipped with our Air Controller which regulates the air blast to the finest point.

*It requires a small amount of power.*

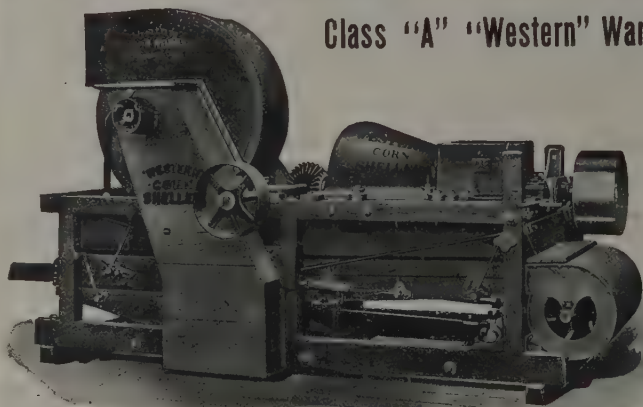


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## A NEW MACHINE FOR SMALL ELEVATORS

Class "A" "Western" Warehouse Combined Cleaner and Sheller



PATENTED

Made in 3 Sizes, Capacities 400 to 1500 bushels per hour.

Write for catalog and discounts to

Two Fans, Duplex Shaker, Simple, Strong,  
Durable, Perfect Work and  
Largest Capacity

The "A" class Combined Sheller and Cleaner is to supply a demand for a larger combined machine than has heretofore been built. This machine has duplex shake, which prevents it from shaking the building, two fans (a blast and suction) the riddles being kept free with the blast fan while the suction fan does the cleaning. The dust from the blast fan is caught by the suction and all blown to dust room or out of building as desired, thus preventing dust in the room where machine is situated. The machine is in all respects a most excellent one and will give splendid results.

NOTE—This machine will be built with fan and discharge on opposite side to that shown if desired and may be run either right or left.

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## SITUATIONS WANTED.

**WANTED**—Position as manager or buyer in grain elevator. Competent, experienced, trustworthy. C. E. Spangler, Washburn, Ill.

**POSITION WANTED** as mgr. of eltr. line or as traveling solicitor. 10 yrs. experience. Address H. C. N., Box 2, Grain Dealers Journal, Chicago, Ill.

**SITUATION WANTED** as traveling solicitor. Iowa territory preferred. Experience, references. Address Ada, Box 4, Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED**—As buyer and office man, good country station. Six years in last place. Best of references. Married. Address William Plowright, Blandinsville, Illinois.

**WANTED**—By young married man, with 14 years experience in grain and elevator business, a position as manager or supt. of good plant. Address Bel, Box 4, Grain Dealers Journal, Chicago, Ill.

**WANTED:** Position as grain buyer in some small country station or to work in elevator or cleaning house. 1 yr. experience. Address J. C., Box 2, Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED** as bookkeeper and general office man by married man 25 years of age, steady, temperate, five years experience. Prefer location in Illinois. Address Os., Box 3, Grain Dealers Journal, Chicago, Ill.

**WANTED:** Position as grain buyer with good elevator company in central Illinois, after March 1st. Five years experience in North Dakota and Minnesota. References furnished. Address C. C., Box 2, Grain Dealers Journal, Chicago, Ill.

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**POSITION WANTED** by experienced man, with grain co. as manager of elevator, or with large milling co. as supt. of eltr. and warehouse. Competent of taking full charge, familiar with office duties, understand grading of grain and machinery. German and American spoken. First-class references. Address P., Box 2, Grain Dealers Journal, Chicago, Ill.

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can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.

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**MILL STOCK FOR SALE.** 200 shares of stock, to increase capital of an established and profitable milling business. For particulars address Moran Milling Co., Lamar, Mo.

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**FLOUR MILL**—200 barrel, first class plant, cheap fuel, good shipping facilities. Has elevator capacity of forty thousand bushels. Well established business, located in Garden of Manitoba. \$10,000 cash required, balance arranged. Grand opportunity. Canadian Business Exchange, Somerset Building, Winnipeg, Manitoba.

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**ALL** or any part of 100 cars each No. 1 & No. 2 Timothy hay; ask for prices. Model Milling Co., Celina, Ohio.

## ELEVATOR SITE.

**FOR SALE:** Elevator site in best corn and oats section of Ohio; house, lot and stable; railway lease and elevator salvage, including boiler, engine, stack, scrap-iron, lumber, etc.; few damaged oats and ear corn—at Moffitt, Hancock Co., Ohio. H. W. DeVore & Co., Toledo, O.

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**THE** best paying business requiring no capital is real estate. We teach you the business by mail, appoint you our representative, co-operate with you and establish you quickly in a profitable business of your own. Or you can earn good income in spare time. Write us today. American Real Estate Co., Dept. D, Des Moines, Iowa.

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**HAY WANTED:** Quotations on Choice No. 1 and No. 2 in large and medium bales. Will advance 95% of the purchase price. Isaie Laplante, Fall River, Mass. Boston Rate.

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**ILLINOIS CENTRAL R.R. TO**

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CITY  
TICKET OFFICE

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NEW 16,000 bushel house for sale. Price \$5,000. Address W. E. Hastings, Autwine, Okla.

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GRAIN AND LIVE STOCK business for sale. Good paying business for the man who understands both lines of trade. Address Arthur Boyle, Plainview, Ill.

FOR SALE: Large capacity, well equipped grain and bean elevator. If price don't suit make us reasonable offer. J. F. Cartwright Co., Davison, Mich.

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FOR SALE or exchange for good farm land, terminal transfer and cleaning grain elevator at Kansas City, Mo. Address De, Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two modern elevators with Fairbanks Engines and well equipped. Capacity 20,000 each. Located in southern Minn. Address L. Box 48, Sioux Falls, S. Dak.

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ELEVATOR FOR SALE, 10,000 bu. capacity. Scales, new office, coal sheds and modern nine room cottage nearly new. Price \$5,000. Address M. W. Lewis, Grainfield, Kans.

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FOR SALE: Grain, Coal and tile business. 40,000 cribbed house; steam power, 20,000 bu. hopper scale, clipper, cleaner and grinder, on E. J. & E. R. R. Good territory. Half cash, balance time if desired. \$11,000. Address Frank, Box 3, Grain Dealers Journal, Chicago, Ill.

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FOR SALE: On account of ill health, a grain elevator, lumber yard, wood and coal, cement sidewalk, supplies; a splendid opportunity. Address H. F. Battermann & Co., Palatine, Ill.

FOR SALE OR EXCHANGE for a small farm, an elevator located in north-eastern Ind. Doing a good business. Write for full particulars. Address Bargain, Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATOR on Wabash Ry. in St. Joseph Co., Ind., for sale. Capacity 10,000 bus.; no competition; good business and in center of good grain country. Bargain if taken soon. W. B. Calvert, South Bend, Ind.

25,000 BU. ELEVATOR at Hobart, Okla., for sale. Steam outfit. Well located. Cleaners, grinders, corn shellers, etc., in good condition. Would trade for good farm. Address Chas. A. Goodwin, Clinton, Okla.

FOR SALE: A good elevator in lively Kans. town of 1,500 people; one competitor; fine location; large territory; good R. R. facilities. Address M. B., Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE OR EXCHANGE—Elevator property in town of 1,100. Handling 250,000 bu. annually. No competition. Or will exchange for cheaper elevator property. Address James M. Maguire, Campus, Ill.

FOR SALE—A 15,000 bu. cribbed elevator, town of 800. One good competitor. Coal, flour and feed trade. Good location on Big 4 in Central Ind. Good corn and oats country. Address S. S., Box 12, Grain Dealers Journal, Chicago.

IF you are wanting to purchase a large or small mill or a good elevator in Kansas, Oklahoma or Nebraska, write me, as I have a list of good properties for sale. C. E. R. Winthron, Room No. 404, Sedgwick Block, Wichita, Kan.

TWO FIRST CLASS ELEVATORS for sale in North Dakota; good business; large territory; no farmers or independent elevators at these towns. Can be bought very reasonable. Address Berg, Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE—We have a large list of extra good bargains in elevators in first-class locations, doing good business. Write for prices, terms and descriptions, giving location you prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

FOR SALE: 15,000 bu. cap. Elev. on I. C. R. R., doing good business; 12 H. P. Atlas Engine, 3 dump shellers, 38-in. stone burr, also steel burr cob crusher. Coal and implement business in connection. Ware room and office. Address Box No. 52 Bone Gap, Ill.

FOR SALE—75,000 bushel elevator at Willmar, Minn., division point Great Northern Railway. Is fully equipped both as receiving and cleaning house. Ample power, four legs, car puller, power shovels, and all machinery necessary for the cleaning and handling of all kinds of grain. Duluth Elevator Company, Minneapolis, Minn.

**ELEVATORS FOR SALE.**

FOR SALE—Elevators handling from 100,000 bu. up to 400,000 bu. annually, located in good towns in Illinois and western Indiana. Write, phone or best of all come and see me. Have long list of satisfied purchasers. James M. Maguire, Campus, Ill.

WILL EXCHANGE for good land a 50,000 bu. elevator handling from 260,000 to 300,000 bu. annually. Very modern and well equipped to handle grain. Cost over \$15,000. No competition. Small town in a good grain country. Address James M. Maguire, Campus, Ill.

MINNEWAUKAN, N. D., 1,500 bu. eltr., feed mill, wood yard, coal sheds, Wood saw on private property; seven lots, R. R. tracks in yard with fine residence in heart of city; do \$100,000 business each year. Consideration \$8,000. Chas. S. McGlenn, Minnewaukan, N. D.

FOR SALE: New elevator with coal and livestock business in one of the best new towns of Oklahoma, formerly Indian Territory. Finest corn section in the southwest. 100,000 bushels business this year, should double next year. Price \$7,000. Address Nor, Box 12, Grain Dealers Journal, Chicago, Ill.

I WILL SELL at private sale at my office in the Bank of Kaw City, Kay County, Okla., on Mar. 4th, 1908, the grain elevator known as the Farquharson Elevator; built in 1903; cost about \$5,000, with a capacity of 15,000 bu. Located at Kaw City, Okla. By order of the District Court. E. S. Shidler, Receiver.

ELEVATOR AND FEED MILL. Exclusive grain, seed, hay, feed and coal business in a live town in northern Indiana. Good surrounding country; general farming population, German descent. 2 R. Rs. Good reason for selling. Business good for \$80,000 annually. Address D. A. P., Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE: 100,000 bu. capacity, doing business of about 500,000 bushels a year. Located in best grain district of western Indiana, on the Chicago & E. Ill. railroad, about 100 miles from Chicago. The plant has first class equipment and is in perfect order. Write for full description and particulars. Address Nile, Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, 40,000 bushel capacity and 100 bbl. flour mill in good live North Dakota town; plant can show big business during operation; built in 1905; 12 horse gasoline engine in elevator, 60 horse steam in mill; located joining and must be sold together. Have good reasons for selling. Will consider trade for N. D. land. Splendid opening for right party, terms on application. Address Remboldt, Olsen & Weixel, Medina, N. D.

FOR SALE: Two elevators. One in northern Iowa, cribbed elevator, capacity 15,000 bushels; coal sheds, dump scales, gasoline engine, etc. Located on C. R. I. & P. Ry. One in Southern Minnesota, flat house with leg, dump scales, gasoline engine, coal sheds, flour house, etc. Capacity, 12,000 bushels. Located on the Southern Minnesota Division, Chicago, Milwaukee & St. Paul Ry. Address F. M., Box 3, Grain Dealers Journal, Chicago, Ill.



## ELEVATORS FOR SALE.

**ELEVATORS FOR SALE**—3 elevators on R. I. in western Iowa, 2 with lumber yards, all with coal. 7 on M. & St. L. between Des Moines and Ruthven, taken together as good if not the best small line in the state. May consider Iowa improved farms for part. Answer L. B. 1055, Des Moines, Iowa.

**TRUSTEES SALE OF ELEVATORS.** By order of the U. S. Dist. Court for the Southern District of Ill., I will receive Sealed Bids up to 12 noon, March 3, 1908, for the Hawthorne Elevators at Holden, Secor, Fullerton, Colfax & Fletcher (two) Ill. For detailed description, full particulars & terms, address John Y. Chrisholm, Trustee, Bloomington, Ill.

**A LINE of 12 country elevators in the neighborhood of Sioux Falls are doing as good a business as any house in this part of the country.** Will sell singly or in a bunch as buyers may wish. Reason for selling, we are going out of business. The line is first class in every way and any one wanting elevators will do well by looking these houses over. Address Box 693, Sioux Falls, S. D.

**FOR SALE or trade.** Three elevators at two stations on I. C. R. R. Best stations in Central Illinois. One station capacity two elevators 110,000 bu. part ear and part shelled cribs 6,000 bu. We handle 450,000 bu. annually. Other station capacity 30,000 bu. and handle 125,000 bu. annually. Best competition at larger station and none at other. All buildings in best of condition. Good churches and schools. Reasons for selling, other business. Will trade for Illinois land or can give time on half. Address Hac, Box 4, Grain Dealers Journal, Chicago, Ill.

**OHIO ELEVATOR for sale.** Capacity 15,000 bu., property includes big hay barn, corn crib, office and stable for horses. Business averages from 75 to 100,000 bu. The plant is only 4 blocks from center of town, the population of which is 9,000. One of the most profitable parts is the retail flour and feed business, handle most everything the farmer needs and incidentally furnish a big amount to the different factories located in our place as well as to the citizens. Terms half cash, balance time. No trade. This is a profitable and money making business. Reason for selling, am getting too old to take care of things as they ought to be. Address Weg, Box 3, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—A 20,000 bus. elevator, arranged for ear corn and shelled grain, at a junction point in Illinois, within 25 miles of Decatur. Plant is practically new and in good repair; plenty of cribs and coal bins. Town has population of 1,000; good schools, electric lights and water works, a good home town. Modern residence, just across the street from elevator goes with the plant. The only implement business in the town is run in connection with this plant. Shed is located on lot adjoining residence, present stock will invoice at about \$1,000. A good business is done annually in implements. Price on elevator, cribs, coal bins, residence and implement building, \$12,000. Will give time on part. One of the best opportunities in Illinois. Write me for further particulars. N. G. Russell, Room No. 4, 344 N. Main St., Decatur, Ill.

## ELEVATORS FOR SALE.

**FOR SALE**—I have an elevator at one of the best grain points within 20 miles of Decatur for sale. This is a steam power plant, with cribs, coal bins, five room residence and store building. A splendid location for a small store in addition to the grain and coal business. Will take part cash, and arrange balance to suit purchaser. Price \$7,000 if sold by March 1st. C. A. Burks, Decatur, Ill.

**FOR SALE**—A modern cribbed gasoline power elevator in the heart of the grain center of Illinois. Capacity 40,000 bus. of shelled grain and 8,000 bu. of ear corn. Last year's shipments were 245,000 bu. handled on good margins. Friendly competition and no farmers company. Can use either Chicago or Peoria markets to the same advantage; all located on our own grounds in a town of 1,500 inhabitants with good schools. Have other business to attend to and will sell for \$9,000. If you want a good grain business here is your opportunity. Address Ming, Box 3, Grain Dealers Journal, Chicago, Ill.

**A SNAP for a grain man,** two Oklahoma elevators for sale located on the K. C. M. & O. RY. in one of the best grain sections of the state, capacities 10,000 and 1,200 bus. One located in a county seat town, good place to live, both houses can be run from this place. Elevators well equipped and in good working order. I own ground upon which they are located. Good competition, no scrapping. More grain will be grown and shipped from these points each year. Now is the time to get in and grow with the community, the business will increase each year. Good chance to add side lines. Price for both \$8,500. For full particulars as to business done, profits and reason for selling write Lahoma, Box 4, Grain Dealers Journal, Chicago, Ill.

## Your Opportunity

is here. Now is the time to let the elevator man know you want his business. Advertise in the

**Grain Dealers Journal**

## ELEVATORS WANTED.

**WANTED** to trade for a good elevator. F. P. Hawthorne, McPherson, Kans.

**WANTED**—To buy elevator that will handle 200,000 or more per annum. Address Lock Box 15, Wellsburg, Ia.

**I HAVE** two quarter sections of land in So. Dak. that I will trade for elevators in So. Dak. or Nebraska. Address V. E. Butler, Heron Lake, Minn.

**WANT TO BUY** an elevator in central or eastern Nebr. or northern Kans. Must show good business and be in good country. Address Chitwood & Chittick, Riverton, Neb.

**I WANT TO BUY** an elevator in some good location. Prefer a station with only one elevator. What have you to sell? This will be a cash deal. W. H. Fluke, Gardner, Kansas.

## FOR RENT.

**FOR RENT:** On favorable terms a well located line of country grain elevators in Illinois; gasoline engine equipment. Good territory. Good shipping facilities. Address D. H., Box 4, Grain Dealers Journal, Chicago, Ill.

**TO LET**—A mill and elevator located in the city of Worcester, Mass., on the tracks of the Boston & Maine Railroad; area three floors and a basement about 40x60, three floors about 40x30; bin capacity for about 40,000 bushels; equipped with shafting mills, bucket elevators, platform elevator, reel and scales. Steam or electric power can be supplied; has milling-in-transit privilege; situated in the heart of the city; four minutes walk from Union Station and ten minutes walk from City Hall; has done a large business. Price of rental \$250 a month. A quick capital of \$25,000 essential. A partner could possibly be furnished. The city of Worcester contains 130,000 people and is the second city in size in Mass. It is a manufacturing center of a high order and possesses social, artistic and educational advantages unsurpassed in any city in the country. Apply to J. S. Whiting, 570 Rutherford Ave., Boston, Mass.

## THE EXPERIENCE OF OTHERS

**GRAIN DEALERS JOURNAL**

265 La Salle St., Chicago, Ill.

**Gentlemen:**—In order that I may profit by the experience of others in the grain trade, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents.

Name of firm.....

Capacity of Elevator.....

Post Office.....

.....bus.

State.....

## ENGINES FOR SALE.

GASOLINE engines for sale, 10 h.p. Temple Pump Co., 15th Place, Chicago.

FOR SALE: One 40 H. P. Gasoline engine in good condition. Address W. H. VanderHeyden, Ionia, Mich.

TAKEN IN TRADE—FOR SALE CHEAP: 1 44 H. P. Howe Gasoline Engine. Gregory Electric Co., Chicago, Ill.

FOR SALE: One 22 H. P. Fairbanks Morse Co. gasoline engine in good running order. Can see in operation. Cheap. Address George M. Malsbary, Darling-ton, Ind.

FOR SALE: Fairbanks Morse 50 H. P. Gasoline Engine in good condition. Just the thing for country elevator or feed mill. Bay State Milling Co., Winona, Minn.

FOR SALE several gasoline or gas engines from 5 h. p. to 50 h. p., various makes, quick shipments and satisfactory warranty. We also have stock of steam engines and boilers. Address South St. Louis Foundry, No. 7514 South Broadway, St. Louis, Mo.

FOR SALE: 12 H. P. and 16 H. P. White Stationary gasoline engines; 20 H. P. 4 cylinder marine engine; 15 H. P. steam engine and boiler on skids; 12x8½x10 duplex Worthington steam pump. All in excellent condition. Address Enterprise Machine Co., Minneapolis, Minn.

## GAS ENGINES FOR SALE.

- 22 H.P. Fairbanks-Morse.
- 16 H.P. Fairbanks-Morse.
- 12 H.P. Fairbanks-Morse.
- 8 H.P. Fairbanks-Morse.
- 20 H.P. Otto.
- 8 H.P. Otto.
- 10 H.P. Otto.
- 25 H.P. Columbus.
- 10 H.P. Webster.

Also fifty engines of smaller sizes and all makes. A. H. McDonald, 36 W. Randolph St., Chicago.

## ENGINES AND BOILERS.

FOR SALE: One 35 h. p. Frost Boiler, one 25 h. p. Chandler & Taylor Engine. Nearly as good as new. Lyons, Esson & Light, Brook, Ind.

## FOR SALE.

### ENGINES AND BOILERS.

Engines—Corliss, Automatic and Throttling, all sizes from 1 to 500 H. P. Boilers—Horizontal, Portable and Vertical, all sizes from 1 to 200 H. P. Pumps, Heaters, Tanks, Saw Mill and General Machinery.

Write for our prices on your requirements.

The Randle Machinery Co.  
1748 Powers St. Cincinnati, O.

## FOR SALE.

### ENGINES AND BOILERS.

One 12x36 Corliss Engine.....\$ 500.00  
One 20x42 Corliss Engine, with belt ..... 1,250.00  
One automatic engine, 200 H. P. 500.00  
One 25 KW. direct connected engine and generator ..... 750.00  
One 100 KW. engine and generator ..... 1,500.00  
Two 150 H. P. tubular boilers, each ..... 350.00  
Two water tube boilers, each... 500.00  
POWER EQUIPMENT Co., 1102 Fisher Bldg., Chicago, Ill.

## SCALES FOR SALE.

SCALES for elevators and mills; low-scale prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

FAIRBANKS 300 bushel hopper scale used but little for sale. Address Scale, Box 11, Grain Dealers Journal, Chicago, Ill.

SCALES of all kinds repaired rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

STANDARD SCALES for mill and elevator purposes. Steel frames for all standard make of scales. We meet every requirement of the best of the grain trade. Standard Scale & Mfg. Co., 601 East Court Ave., Des Moines, Ia.

## MACHINES FOR SALE.

FOR SALE: Grinder, Clipper, Loader; cheap. Nearly new. No use for them. C. J. Meyer, Frankfort, Ill.

FOR SALE: Invincible Oat Clipper; No. 4½ and 2½ Western Combined Sheller and Cleaner. One No. 7 Bowsher Feed Mill. Write for circular and prices. A. S. Garman & Co., Akron, Ohio.

## MISCELLANEOUS FOR SALE.

FOR SALE: 1 Doriot's Automatic flour or grain scale. 1 Dutton Automatic grain scale No. 3. 1 Philip Smith corn sheller and cleaner combined. Capacity 350 to 400 bushels per hour. Address The New Milling Co., Greenfield, Indiana.

FOR SALE: two two-compartment Greiner moisture testers for gas, with glass flasks, etc. Used not to exceed six times. Price complete, \$25.00 each f. o. b. Chicago. Address Hess Warming & Ventilating Co., 907 Tacoma Bldg., Chicago, Ill.

## MISCELLANEOUS WANTED.

WANTED a stand of elevators, head and boot complete, 100 feet of 15 inch belting with buckets 14x7 in. Must be in good condition. W. D. Rapp & Son, Sabina, Ohio.

## COTTON SEED MEAL FOR SALE.

COTTON SEED MEAL for sale. We are manufacturers. Can quote low prices on best grades. Chickasha Cotton Oil Co., 136 L. S. Exchange, Kansas City, Mo.

## SEEDS WANTED.

SEED OATS WANTED: car lots. Early Oats preferred. Pape & Loos, Quincy, Ill.

JOHNSON GRASS SEED WANTED. Address Smith Bros. Grain Co., Houston, Tex.

CLOVER SEED wanted—Medium and Mammoth. Send samples. C. C. Norton's Sons, Greenfield, Ohio.

WANTED—Red, Alsike and Mammoth Clovers, Timothy and Millet seeds. J. G. Peppard, Kansas City, Mo.

WANTED—German, Siberian and Dakota Millet, Cane and Kafir in car lots or less. Beardless Barley. Archias' Seed Store, Sedalia, Mo.

WE ARE in the market for Clover, Alfalfa, Millet, Cane Seed. If any to offer send samples and quote prices. Younkerman Seed Co., Council Bluffs, Ia.

SEEDS WANTED: Medium, Mammoth and alsike clovers. Send samples, and price on 50 to 100 bu. at once. Must be first class seed. Geo. A. Findley, Grimes, Ia.

CLOVERS WANTED—Send samples. We are in the market for Medium, Mammoth, Alsike, Blue Grass, Buckwheat, Millets, etc. Sample envelopes free. The Adams Seed Co., Decorah, Iowa.

WE BUY Medium, Mammoth or Alsike Clover, Amber Cane, Timothy, Hungarian, German Millet, Speltz, Grain screenings and grain for chicken feed, popcorn, etc., in car lots or less. The Kelly Co., Seed merchants, Cleveland, Ohio.

THE FOLLOWING SEEDS WANTED: Orange, Amber and Red Top Cane, Red and White Kafir Corn, Big German Millet, Alfalfa, Jerusalem corn, Beardless Barley. Send samples and quote prices sacked in new 10 oz. Burlap bags, delivered. Texas Seed & Floral Co., Dallas, Tex.

SEEDS WANTED: We are now buying Millet, Clover, Timothy, Hungarian, Sugar Cane, Milo Maize, Buckwheat, White Oats, Jerusalem Corn, Brazilian Flour Corn, Blue Grass, Red Top, Bromus, Broom Corn, Speltz, Sweet Corn, etc. Quote with samples of what you have to offer. H. W. Buckbee, Rockford, Illinois.

## BUYERS OF SALVAGE GRAIN

### Salvage Grain Wanted

I buy and sell damaged malt, flaxseed and salvage grain of all kinds.

WM. B. GALLAGHER

72 Pearl Street, BUFFALO, N. Y.

### The Toledo Salvage Co.

Buyers of

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Toledo, - - Ohio

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## SEEDS FOR SALE.

HOME GROWN clover and timothy seed for sale. E. W. Miller & Co., Casey, Iowa.

GRASS SEED, Seed Grain, Onion Sets, Cow Peas, etc., for sale. D. I. Bushnell & Co., St. Louis, Mo.

SEED CORN and seed oats for sale. Choice and carefully selected. For sample and price address The Gale Bros. Co., Cincinnati, O.

FOR SALE: If in the market for Kaffir Corn, get our prices. Quality good. Address The A. R. Clark Grain Co., Wichita, Kansas.

MANDSCHEURI SEED BARLEY for sale. Only 300 bus. on hand. Write for sample and prices. Theo. Sexauer, Ames, Sta. A. Ia.

WHITE RUSSIAN Seed Oats. Choice Yellow Dent and Leaming Seed Corn for sale. Ask for samples. Fields & Slaughter, Sioux City, Iowa.

FOR SALE: Yellow Dent Seed corn, \$.50 per bu. Supply limited. Cob meal, 90 cents per Hundred. Branch Grain & Seed Co., Martinsville, Ind.

SEED OATS FOR SALE: We have a few cars of fancy Texas red seed oats for sale, can ship promptly. E. H. Linzee Grain Co., Hobart, Okla.

KHERSON SEED OATS for sale. Earliest of all varieties, do not rust or lodge. Write for sample and price. Stuart Baxter, Battle Creek, Iowa.

SEEDS FOR SALE: Bromus Inermis, Alfalfa, Clover, Wheat, Oats, Barley and Seed Corn. Send for catalog. J. L. Loeb Seed Co., Aberdeen, S. D.

NEW CROP ALFALFA SEED, Kansas-grown, acknowledged the best, for sale. Ask for samples and prices. Kansas Seed House, Lawrence, Kans.

SEED OATS—North Dakota grown, in car lots or less. Heavy, clean and bright. Also Timothy seed in car lots. Fargo Seed House, Fargo, N. D.

FINE SEED CORN, Yellow, White and 90 days Red, Big Four and Silver Mine Oats. Samples free, discounts in quantity. J. G. Huls, B. 216, Gifford, Ill.

FOR SALE—Minnesota Grown Timothy and Clover Seed, Wheat, Oats and Barley, also Montana grown Alfalfa Seed. Northup, King & Co., Minneapolis, Minn.

CLOVER. Send for samples and prices. All field seeds handled. If you have seeds for sale send us samples. Pop Corn a specialty. The Weber Seed Co., Box 30, Peoria, Ill.

SEED CORN: Reid's Yellow Dent and Griffiths Early Dent corn to offer. Corn all grown in Putnam Co., Ill. Write for circular and prices. W. G. Griffith, McNabb, Ill.

EARLY JAVA SEED WHEAT FOR SALE. Plump berry, re-cleaned. \$1.20 per bu. Also Clover Seed \$9.50 per bu. Bags 20c. Address H. Ketzle & Son, Reynolds, R. I. Co., Ill.

BIG RUSSIAN SEED OATS. Raised in Henry County, Ind. Good quality and heavy. Will sell in local lots or carloads while they last. Supply is limited. Samples and prices on application. E. K. Sowash, Middletown, Ind.

## SEEDS FOR SALE.

KANSAS GROWN Alfalfa and other grass and field seeds for sale. Address J. G. Peppard, Kansas City, Mo.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

FOR SALE: New crop timothy seed, re-cleaned and analyzed, will stand the restrictions of the pure seed law of Iowa. Will sell local lots or carloads. Ottumwa Seed Co., Ottumwa, Iowa.

MOORE'S EUREKA & REID'S YELLOW DENT ear seed corn for sale. Practically perfect in germination. \$3.00 per bu.; sacks free. Send for samples. C. Moore & Son, Kellerton, Iowa.

INDIANA SEED OATS: Will your light weight oats do for seeds? Heavy seed oats mean larger yields and more for you to handle. We have them choice and heavy. Fox & Davis, Tipton, Ind.

SEEDS FOR SALE: Clover, Timothy, Alfalfa, seed oats, seed corn. Let us know your wants. We will send samples and price. Schisler-Corneli Seed Co., 813 N. Fourth St., St. Louis, Mo.

ALFALFA SEED. Our stocks will stand any inspection or any test which you wish to give them. We would be glad to have you send samples to the Department of Agriculture for their test. J. E. Wing & Bros., Box B., Mechanicsburg, Ohio.

WE HAVE as follows: Yellow Dent and America's Pride seed corn \$1.50 per bu. ear, or \$1.25 shelled. Also the big yellow oats at 60c per bu. Re-cleaned timothy seed \$2.25 per bu. Sacks included at above prices. We sell as wholesale dealers only. Yost & Sherrick, Libertyville, Ia.

## SEED

Our Standard A Clover, free from Buckhorn. Only Home Grown Seeds—1907 Crop. Also Alsike, Timothy and Alfalfa. : : :

Write, Wire or Phone.

**O. GANDY & CO.**  
South Whitley, Ind.

## SEEDS FOR SALE.

ALFALFA SEED. 100% pure, send for samples. Address The Nebraska Seed Company, Omaha, Nebr.

## POPCORN WANTED.

POPCORN—Those having this commodity for sale submit 4 oz. sample with lowest price, shelled, cleaned and sacked, any track. Bradshaw Co., 286 Greenwich St., New York.

## GRAIN FOR SALE.

FOR SALE—Oats and corn in car lots. Ask for quotations. Buckland Mfg. Co., Buckland, Ohio.

FOR CHOICE Kansas Milling Wheat, either "Turkey" or the ordinary "Hard" variety, Kaffir Corn or Cane Seed, write The Western Grain Co., Wichita, Kan.

1,000 bu. more or less ear corn. Early variety, well matured. Rich yellow deep grain, test 97% germination, name America's Pride. Would be a good corn for Northern Market. Also several tons Clover Hay and Tangled Rye Straw. W. B. Yost, Libertyville, Iowa. Willow Brook Farm, R. R. No. 1.

## GRAIN WANTED.

WANTED—Shippers of grain, hay and mill feeds to quote. J. H. Neil & Co., Brokers, Nashville, Tenn.

NEW CROP buckwheat wanted. The flour for sale, also car good wheat screenings. Pape & Loos, Quincy, Ill.

## BAGS FOR SALE.

NEW BURLAP BAGS made up promptly: bottom prices. We buy reliable second-hand bags, and carry all kinds in stock: get our prices. William Ross & Co., 59 So. Water St., Chicago, Ill.

## THE TOLEDO FIELD SEED CO. CLOVER AND TIMOTHY SEED

Consignments Solicited.  
Send Us Your Samples.

ASK FOR OUR DAILY BIDS  
TOLEDO, OHIO

**CLOVER** Send samples and get our bid before selling Clover or other Field Seeds, Popcorn, Etc.  
**THE ADAMS SEED CO., Decorah, Ia.**  
Desk No. 9

## KAFFIR KORN

J. R. TOMLIN GRAIN CO.

Kansas City - - - - - Missouri

## THE ALBERT DICKINSON CO.

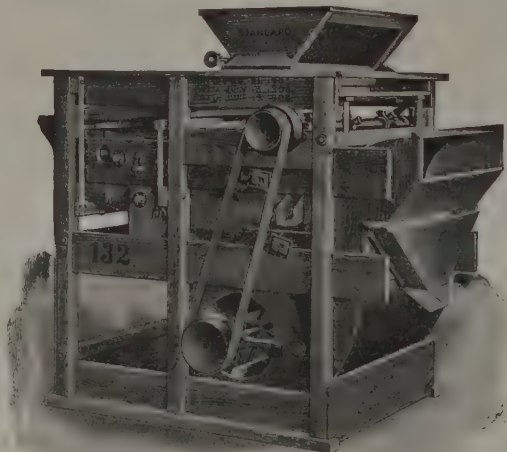
Clovers  
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Main Office, CHICAGO, ILL.

# SEEDS

Blue Grass  
Orchard Grass  
Millets, Hungarian  
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Peas, Beans, Bags, etc.  
MINNEAPOLIS, MINN.

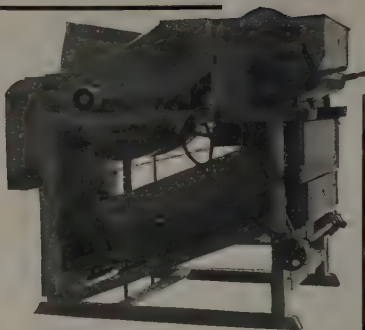
## Standard Grain Cleaners

Require little power, take up a small amount of room, clean all kinds of grain and make the elevator man money every day. Machines are equipped with standard screen, grade screen and scalper screens for cleaning flax. The traveling brush keeps the screens from clogging and insures uniform and perfect work. Twelve sets of screens with each machine. For perfect work get a Standard Cleaner. It is fully guaranteed. Catalog upon request.



THE PRAME MFG. CO., Galion, Ohio

## Invincible Compound Shake Dustless Corn and Grain Cleaner



This is a long name of a short machine that was built to meet the demands of the country elevator operator who desires to save time and make money.

It's a new make of an old reliable cleaner, two in one, that enables you to clean two kinds of grain, by changing from one to the other, without changing screens or stopping machine.

You can't help being interested for it was made for you. Install any place in elevator and it doesn't need to be braced. Stands still while in motion.

You write for more information about it then you'll send us an order.

**Invincible Grain Cleaner Co.**  
Silver Creek, N. Y.

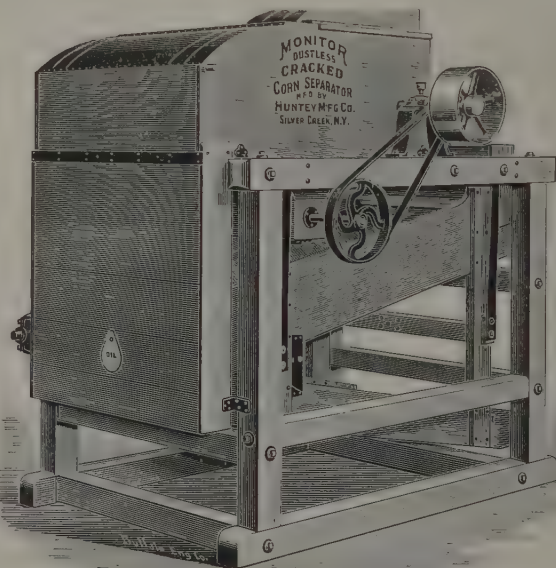
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W. J. Scott, 512 Traders Bldg., Chicago, Ill. Phone Harrison 567.  
Southwestern Office, 228 Exchange Bldg., Kansas City, Mo.

C. L. Hogle, 6239 E. Washington St., Indianapolis, Ind.

N. W. REPRESENTATIVES

Strong-Scott Mfg. Co., Minneapolis, Minn.



## Do You Prepare POULTRY FOOD?

If you do, send for special folder on the MONITOR Cracked Corn Separator. This Separator will do the work ordinarily required of two machines in handling this class of feed.

**HUNTLEY MFG. CO.**  
SILVER CREEK, NEW YORK

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A. F. Shuler, Agent

121 Front St., New York, N. Y.

W. K. Miller, Agent

Mississippi and 17th Streets, San Francisco, Cal.

Barger-Carter Co., Pacific Coast Agents

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## GRAIN DEALERS JOURNAL

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### Grain Dealers Company

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CHARLES S. CLARK,  
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#### The Advertising

value of The Grain Dealers Journal as a medium for reaching the progressive grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms place your announcements in the leading Journal.

The rate for Advertisements in the "For Sale" and "Wanted" Departments is 15 cents per line for each insertion.

#### Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

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GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., FEBRUARY 25, 1908.

REPORTS of idle cars are being grossly exaggerated for political purposes.

LAKE grain rates will no doubt be much lower the coming season than for years.

THE GRAIN trade will assemble at Washington next month to be heard on the federal inspection and the anti-option bills. Write your Congressman today.

RECEIVERSHIP is a slowgoing but wrath stirring game in which most of the assets are absorbed by fees and the creditors wait—wait—whistle and swear. Beware.

FARMERS of many sections have lost so heavily by this year's feeding that few of them will feed any stock next winter. This will reduce the demand and increase the shipping surplus of coarse grain.

MR. SHULER, a member of the Ohio Assembly, attempted to draft a 1,700 word bill prohibiting dealing in futures in one sentence but failed by a narrow margin. However, this did not prevent his introducing the disconnected jumble as a bill for the consideration of his brother solons.

THE WABASH R. R. has granted elevation allowances at some additional stations. You are not favored. Well, who is to blame? Have you been at all persistent in demanding such recognition?

THE uniform B/L with its 120% clause and other objectionable features may yet be put into use if shippers are not alert. Many railroad officials still insist it is the only form they will agree to.

THE WITHDRAWAL of all cleaning, shelling and milling-in-transit privileges is now threatened by Western roads. Evidently they propose to discourage shipping as much as possible for political effect.

RATS are no longer unavoidable about your elevator and cribs. New preparations have recently been placed on the market which will rid your plant of rodents in short order. So much grain is destroyed and damaged by these pests no live grain man will tolerate them.

GRAIN DEALERS, who are too busy to keep books, will be alarmed to learn that bookkeeping by merchants is compulsory in Germany, Italy and France. While we have no laws on the subject, still the dealers who do not keep books pay much more for this dereliction than those who do pay for services.

MINIMUM carload weight rules are almost as numerous as railroad companies and they are changed often enough to keep shippers guessing as to what rules govern his shipments. The Public Service Commission of New York has expressed the very fair opinion that, "There is much to be said in favor of a minimum carload weight which will vary with the capacity of the car furnished."

SO MANY anti-option bills have been introduced in Congress the count has been lost. Every bucolic statesman who feels duty bound to save his country has drafted a bill of this character. He recognizes no difference between a bucket-shop and a grain exchange, but will learn before any bill is passed. So many Congressmen are interested in the subject investigation is certain to result, hence no legislation is probable at this session.

THE Agricultural Dept. at Washington has withdrawn its charges of adulteration and impurity made against the confiscated flour of Seymour Carter of Hastings, Minn., which it now admits were made through the carelessness of officials drawing up the papers. Who will make good to Mr. Carter the damage done his trade by the circulation under official sanction of charges now admitted to be false? Would the pap-suckers be any more considerate of the business reputation of grain shippers if they inspected their grain?

AN ELEVATOR MAN was painfully surprised recently while looking for a leak in his gasoline tank with a match. When picked up some thirty feet from the elevator he was still anxious to know if the leak had been located. It had.

UNIFORM B/L so much needed by the shippers of the country is still hoped for. The Interstate Commerce Commission does not seem to be accomplishing much altho it has had the matter under consideration for months. It is evident shippers will not be granted an equitable bill without more persistent labor with the commission and the carriers.

SEED OATS from Idaho or any mountainous clime, or irrigated oats from the Pacific coast are not likely to germinate or mature satisfactorily in the Mississippi valley and no grain shipper can afford to recommend them until they have been given a thoro test. Should they be planted and fail to germinate and mature, the dealer would be eternally blamed and have none to ship.

THE National Industrial Traffic League has recommended the amendment of the Interstate Commerce law requiring carriers to quote rates on application and be responsible therefor. Such a law would no doubt result in many cut rates to favored friends, but of course, thru error. When rate schedules are simplified so that shippers and station agents can understand them, it will not be necessary to send to the carriers expert rate clerk to find out what is the legal rate. The law should remain as it is.

SHIPPERS who are so unfortunate as not to have loading scales will be set to thinking real hard when they learn that the Missouri Pacific Ry. now removes all grain placed in its cars in excess of marked capacity at the first division point and sells it to a local buyer at whatever price he is willing to give. Other railroads may have adopted this same practice, altho it has not yet become public, so it behooves every shipper to know what he is placing in cars, and thereby fortify his business against steals of this kind.

GRAIN DEALERS of the corn surplus sections will be especially interested in two letters published in our communication columns from dealers at Beatrice, Neb., which set at rest for the time being all the wild claims circulated regarding the production of illuminating and heating gas from corn cobs and straw. The newspapers of the country have printed many pages regarding this innovation, but judging from letters of men on the ground gas is not being produced from either cobs or straw. So those dealers who have been storing their corn cobs in expectation of disposing of them at a high figure will now be able to devote their energy and storage room to other and more profitable uses.

CAN YOU afford to place your business in jeopardy by dealing with a firm which defaults on its contracts or succeeds in getting published for refusing to settle or arbitrate trade differences? The experience of the Baltimore firm published in "Letters from Dealers" this number is typical. Confine your dealings to firms known to be fair enough to arbitrate differences and thereby reduce the chance of losing by their defaulting on contract.

SENATOR McCUMBER'S effort to gain the support of his hearers for his grain inspection bill by appealing to their prejudice against the owners of palatial residences in Washington, D. C., is a shallow trick equaled only by his oft repeated misrepresentation of the shipments of grain for ten years at Superior exceeding by 26,000,000 bus. the reported receipts at the terminal elevators. His statement has been shown to be false time and again and he knows it is not true, yet he continues to reiterate the falsehood. Even were it true, it has no bearing whatever on the ability of the federal gang to grade grain.

FARMERS frequently seek to excuse their marketing of grain in dirty condition with the statement that it makes no difference how much dirt or straw the grain contains the same price prevails, and, sad to relate, this statement can be truthfully applied to many country markets. However, the country elevator men can not get so much for dirty grain as they do for clean grain, even tho the inspectors at the terminal markets may give the grain the same grade. The buyers cannot afford, nor will they accept dirt at the price of grain. It is far better to put in a cleaner and return the screenings to the farmer. Pay for grain only.

OPERATORS are being discontinued at many railroad stations and other discontinuances are promised March 4 as the result of the law providing that "no employe who handles train orders by telegraph or telephone shall be required or permitted to be on duty more than nine hours out of the twenty-four at offices continually operated night and day, nor more than thirteen hours out of the twenty-four at offices operated only during the daytime, except in case of emergency when four additional hours may be required on not more than three days in any week." The railroads being sorely grieved by the law are applying the nine hour clause to every station and in revenge discontinuing the service. However, it will not be for long, as the requirements of their operating department will soon necessitate the reestablishment of the service. In the meantime grain dealers can join with their neighbors and get frequent quotations by having them wired to a central point and then distributed by local telephone.

TELEPHONE contracts for the purchase of grain are not so popular as they have been, and more buyers are adopting the precaution of the Oklahoma correspondent in last number, who refuses to pay drafts unless copy of confirmation duly accepted by seller is on file in his office at time draft is presented. Any buyer or seller who is not willing to place his contract in writing exhibits tendencies of dishonest motives. Those who are disposed to deal squarely will never hesitate to reduce their understanding of the contract to writing.

KANSAS grain dealers have experienced considerable difficulty during recent years in securing a fair assessment of their property. It seems that some of the bull-headed assessors have assessed some grain dealers without any consideration of the provisions of the law or the spirit of equity. Profiting by the experience of the Nebraska dealers, who found they were being over-taxed, Kansas dealers have been investigating the matter with the result that more specific instructions are being issued to local assessors by the State Tax Board. It would seem to behoove elevator men everywhere to keep posted as to their rights in the matter, if they desire to escape extortion.

#### PROTESTED ADVANCES IN FREIGHT RATES SHOULD BE SUSPENDED.

In line with the recommendation made by the President to Congress, Senator Fulton of Oregon has introduced a bill conferring upon the Interstate Commerce Commission power to suspend interstate freight rates before becoming effective where valid objection is made. In many cases carriers have unreasonably and ruthlessly advanced rates without any regard whatever for the Interstate Commerce Commission or the shippers affected, and as in the famous hay case the sufferers have been helpless.

The object of Senator Fulton's bill, which is known as S. B. 423, an amendment to the Interstate Commerce law, is to prevent advances in rates which have been protested until the Interstate Commerce Commission has heard all parties at interest and passed upon the proposed change.

Last year purely as a measure of spite the railroads of the Northwest advanced their rates on lumber 20%, which has prostrated the lumber industry of both Oregon and Washington. The new law is not designed to prevent reasonable advances in rates, but it is intended to prevent traffic managers being guided in their rate making campaign solely by what the traffic will stand, or rather what they can get out of the shippers. The carrier's privilege of exacting tribute without limitation from the shipping public must be checked else their greed will stifle many industries.

#### DOCKING RECEIPTS FOR DIRT.

The annual report of Minnesota Chief Grain Inspector recently issued shows that out of 134,298 car loads of spring wheat inspected on arrival at the several terminal points of that state during the year ending Aug. 31, 1907, 6,525 were docked  $\frac{1}{2}$  pound per bu.; 29,146 were docked 1 pound; 28,079  $1\frac{1}{2}$  pounds; 25,634 2 pounds; 13,306  $2\frac{1}{2}$  pounds; 12,889 3 pounds; 18,133 over 3 pounds and at an average of 4 pounds, and only 586 cars escaped dockage. The net average dockage was 32.2 ounces per bushel, as against 27.9 ounces the previous year. The average dockage per bushel for ten years previous was 19.8 oz.

While this dockage is not heavy, still in the aggregate it amounts to a good many pounds of dirt and foreign matter upon which shippers have paid freight. It would seem greatly to their advantage and profit to install cleaning machines, which will at least remove a large percentage of the dirt and thus enable their shipments to avoid dockage as well as relieve them from paying freight for transportation of dirt, which is of detriment to their grain. No shipper can raise the slightest objection to the dockage system for his own careless and slipshod methods are alone responsible for the practice.

#### THE FEDERAL CAR SERVICE BILL.

The agitation for reciprocal demurrage prolonged thru a long series of years has resulted in the drafting of what is considered one of the best bills yet presented to Congress. It is known as the Culberson-Smith Car and Transportation Service Bill. In the senate its number is 3044, in the house No. 13841. It is entitled "A bill to require railroad companies engaged in interstate commerce to promptly furnish cars and other transportation facilities and to empower the Interstate Commerce Commission to make rules and regulations in respect thereto, and to further regulate commerce among the states."

The experience of shippers long since convinced many that the service rendered was of far more importance than the rate, especially is this so in the case of shippers whose grain is not in prime shipping condition. Many a grain dealer has been bankrupt because he could not obtain cars in time to fulfill his contracts or to save his grain from spoiling. The enactment of the Culberson-Smith bill would enable the I. C. Commission to regulate interstate service so that shippers could depend upon marketing freight within a reasonable time.

The bill gives the Commission power to fix reasonable penalties and thus insure reasonable service. It is also authorized to establish reasonable demurrage charges to suit varying conditions, and to provide for the fair and equitable exchange of cars. It is also given power



to make rules governing the prompt unloading of cars so as to secure their release by shippers.

The bill is most reasonable and can not be considered drastic or inequitable. In fact, it treats both shippers and carriers with like consideration. It is designed primarily to secure dependable service thru reasonable regulation. The bill is one which every shipper should heartily endorse and work for, as its enactment would surely prove beneficial to carriers and shippers.

## WINNIPEG GRAIN EXCHANGE KILLED BY LEGISLATION.

For many years Winnipeg, the Chicago of Western Canada, has been the center of the Canadian grain trade. It has been the home of all the large line companies, the brokers and the exporters, and about the cash trade has grown up a progressive grain exchange which has about completed one of the handsomest exchange buildings on this continent.

The terminus of all grain shipments originating in western Canada has been Ft. William and Port Arthur, twin cities in western Ontario, which should be the natural home of the grain men. Many different motives have combined to bring about unreasonable, riotous regulation by the Manitoba government, which will result in the exchange members moving en masse to Ft. William.

The cheap politicians anxious for more votes and more influence, the agitators ever anxious to promote their own selfish ends and the sharpers ever alert for an opportunity to prevent the exchange's efforts to enforce fair dealing, have all worked against the exchange in utter disregard of the true interests of the country's grain trade, or the economies affected by the exchange in marketing of the country's crops.

The unbridled desire of inexperienced legislators, in many states as well as in the provinces of Canada, to regulate everything which is in the smallest degree tainted with public interest, must be expected to result in more damage to the constituents of these revolutionists and the districts they represent than any good they may do. It does not matter how complex or intricate the subject may be or how great the interests involved, the small caliber legislator hesitates not the least without investigation or study to draft laws for their regulation. The result is sure to be more detrimental than helpful to every interest involved.

Never before has the grain trade witnessed the establishment of a grain exchange at any point other than one of accumulation and distribution. Winnipeg is nearly 400 miles from the lake port where the grain bot by its dealers is accumulated and prepared for export. The natural home of the grain dealers is Ft. William, where they propose to go.

## RAILROADS' NOT REQUIRED TO OPERATE PUBLIC WARE- HOUSES.

The decision of the Illinois Supreme Court upholding the lower court in the case brot at the behest of the Chicago Board of Trade to require railroad companies owning terminal elevators in Chicago to operate them as public warehouses will no doubt for all time relieve the railroad companies from performing such a duty. But the court is very careful to point out that the law was designed to require carriers to provide temporary storage facilities for grain arriving over their lines.

Fortunate indeed for the speculative trade the Board of Trade entered into an agreement with the public warehousemen last year to continue the operation of their houses as public store houses until the end of the present crop year, when other arrangements will no doubt be entered into.

Neither the original charters of any of the railroads owning terminal elevators in Chicago or the laws relating thereto ever contemplated that the railroad company should engage in the public warehouse business, but the laws do require that they shall provide at every station depots for the accommodation of freight and passengers. This would imply the provision of grain elevators for the temporary storage of grain shipments at each station.

No doubt if each carrier were compelled to comply with this feature of the law, it would not hesitate to go to the extra expense needed to accommodate those who desired to store grain for delivery or the Chicago Board of Trade at a future time, however distant. While some objections may be raised to the railroad companies taking out a license in the capacity of serving as a public warehouse, still this objection could be readily overcome by renting elevators to grain men with the understanding that the houses should be operated for the accommodation of grain arriving over the owner's line of railway. The operators could accommodate the speculative trade as heretofore if they desired.

The decision again places the Board of Trade in an embarrassing position, for should the elevator men again decide to withdraw from the public elevator business, as they did a year ago, it would be necessary for the Board to arrange for public store room after July 1st of the ensuing year. The elevator man can not in fairness to buyers and sellers of contract grain on the Board of Trade insist upon dealing in grain stored in his own houses, and it is not likely that the Board will enter into any agreement which will permit of this practice. As over four months remain before the expiration of the present agreement, no doubt some arrangement will be entered into to the satisfaction of all concerned.

The present administration of the Board smoothed over this controversy before, and in as much as it has the confidence of the trade, will have the support of members in any new solution it may devise.

## ARE POLITICIANS MORE COMPE- TENT THAN GRAIN DEALERS?

Grain dealers who hesitate to express any view as to the practicability of the federal government inspecting grain in all market centers and at points of accumulation in this country should stop to consider first the ability and honesty of the average politician as compared with the average grain dealer. The grain dealer has made it his special business to judge of and classify grain. He knows of the trade's requirements, while the politician knows or cares nothing for the trade or the needs and wishes of any one identified with it. The grain trade would raise no objection whatever to the enactment of a law requiring the use of uniform rules governing the grading of grain in interstate trade, still it can and should protest most vehemently against any effort of the politicians to install a new gang of pap-suckers to feed upon it.

It costs many times as much for the government to perform any service as it does a private corporation, and the government service is invariably deficient. The politicians are not prompted by an honest desire to promote the country's commerce. Their one motive is more offices, with the single exception probably of Senator McCumber, who is prompted by a state jealousy of a neighboring state's inspection department.

The trade is far more capable of evolving uniform rules for the grading of grain, which shall be equitable and fair to all. The government should rest its efforts at the requirement of uniformity. Inspection by politicians is not wanted and surely such would not promote the prosperity of the grain trade or contribute to the economical handling of grain from the producer to the consumer.

THE BAD order of grain laden cars arriving at inspection terminals supplies ample evidence to prove rank carelessness on the part of men entrusted with the loading of grain at country elevators of the Northwest. The annual report of Minnesota's Chief Inspector for the year ending Aug. 31, 1907, shows that out of a total of 223,873 cars inspected at the seven terminals under the supervision of the department 15,399 were found to be in bad order upon arrival. Of these 6,817 were without seals, 958 with seals broken, 1,331 with open end and side doors, 1,839 leaky grain doors, 493 leaky ends, sides and bottoms, 2,172 with no fastenings whatever, 1,505 poorly fastened and 284 with no doors. Shippers who know their cars are always properly coopered must exercise more care if they are to escape losses.

## Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

### NOT USING COBS TO MAKE GAS.

*Grain Dealers Journal:* There is a plant located here which can use corn cobs and straw in the manufacture of gas for illuminating and heating purposes. While we are not thoroly posted in regard to this will say, that they used cobs and straw for a few months but believe they are now using coal. We do not know whether it is their intention to go back to the use of cobs and straw or not. When they were using cobs we did not notice any perceptible change in the price of either cobs or straw. Yours truly, Black Bros., Beatrice, Neb.

### NO EXTENSIVE PURCHASES OF COBS OR STRAW.

*Grain Dealers Journal:* There is a gas and power company in this city which obtained a franchise, carrying with it certain privileges on the pretext that it was going to manufacture gas from cobs and straw. Our opinion is that the cob and straw part of the proposition was simply worked to aid the company in obtaining the franchise. We understand it has considerable coke to sell and we have not heard of its making extensive purchases of either cobs or straw. Mr. Pease of Cummings & Pease, Beatrice, Neb.

### ANTI-FUTURE OR ANTI-BUCKET-SHOP.

*Grain Dealers Journal:* The country grain shipper who sells grain futures as a hedge against grain in transit or in store should not be placed in the same boat with the traveling shoe salesman who sees a glowing prospect from the car window and hastens to sell a few thousand in anticipation of a profit by the fall in the market. The shipper sells for future delivery because he has no desire to speculate, while the shoe salesman sells because he wants to take a chance.

Legislators at Washington are blundering. Their well-meant efforts to draft anti-gambling bills are calculated to inflict lasting injury upon the grain trade and the farmer, in the absence of guidance from those who may be presumed to know the difference between business and betting, the members of the organized grain exchanges.

By admitting that there are evils to be corrected and that gambling practices have been indulged in, the exchange members who are pleading with members of Congress to let their business alone will place themselves on a better footing, and their suggestions as to the drafting of a bill that will conserve legitimate trade and put a stop to gambling will be listened to with interest. Violent opposition to legislation of any description will avail nothing. In the agitation now gaining strength is an opportunity for the grain exchanges to secure the passage of a federal law that will end the bucket-shop swindle forever.—F. R. F.

### FORCED TO LIQUIDATE BY GRAY'S DEFAULT.

*Grain Dealers Journal:* In your Feb. 10th number, page 177, Indiana news column, we notice a letter from John R. Gray of Indianapolis, Ind., in which he says: "Showing you how *incorrect* and *absurd* your statement in the Grain Dealers Journal of Jan. 25th, regarding the dealings of John R. Gray & Co. with Thos. H. Botts & Co. and Richards & Hammond of Baltimore, is and that they (John R. Gray & Co.) did not have a bushel of oats sold to either of the above firms."

The "OATS DEAL" referred to was not with either of the above firms, but was with Messrs. Shaw & Hammond; and a "RAW DEAL" it was. Following are the facts: During last June and July we bought from John R. Gray & Co. 60,000 bus. of No. 3 White and No. 2 Mixed Oats at prices from 40½¢ to 42¢ delivered Baltimore, Baltimore terms, to be shipped during the month of August. They shipped only one car, invoicing it at 1250 bus. (out-turn was 1,193.24 bus.), leaving 58,750 bus. which they defaulted on.

We bought the oats in here, viz., 38,750 bus. of No. 3 White at 55¢ and 20,000 bus. of No. 2 Mixed Oats at 53½¢. When we rendered the accounts there was a balance due us of \$8,437.50. We made draft on them for this amount through their bank, the Columbia National of Indianapolis, and it was promptly returned without any explanation. They laid down completely on their contracts without making any explanation or offering to make any settlement whatever.

We, in connection with other firms, had John R. Gray & Co. declared bankrupt and proceedings are now pending against them. Besides ourselves here, Thos. H. Botts & Co., now out of business, and John T. Fahey & Co. had suits against them prior to our transaction.

We did not fail, but after paying our debts and failing to collect from John R. Gray & Co., we did not have enough money to continue; we were therefore, in consequence of John R. Gray & Co.'s unmercantile conduct, forced to liquidate our affairs. Yours truly, Shaw & Hammond, by Geo. B. Shaw, Baltimore, Md.

### RAILROAD IS LIABLE FOR DELAY.

*Grain Dealers Journal:* In reply to M. Young & Co., asking in the Feb. 10 number for decisions appearing in the Journal on damages thru failure of carrier to get shipment to market to save loss on falling market, I would say the following decisions have been published in the Journal during the past year:

"Freight must be transported with all reasonable diligence where no time for delivery is expressly agreed upon.—Harvey v. Southern Ry. Co., Supreme Court of South Carolina. 55 S. E. 760.

"A carrier was not liable for delay in the transportation of certain corn, if ordinary care and diligence was used in the transportation thereof.—St. S. W. Ry. Co. v. Thompson. Court of Civil Appeals of Texas. 103 S. W. 684.

"As a general rule the liability of a common carrier for an unreasonable delay in transporting goods is limited to the difference between the market value of the goods when they should have been delivered and the value at the time of delivery, unless the carrier has notice at the time of receiving them of the use for which they are intended, or such use can reasonably be inferred from their character.—Illinois Cent. Ry. Co. v. Nelson.

Court of Appeals of Kentucky. 97 S. W. 757.

"The issue of reasonable diligence in the movement of freight is for the jury.—Cummins v. Atlantic Coast Line R. Co. Supreme Court of South Carolina. 58 S. E. 944."

From the foregoing it appears that the evidence presented must be of a character to convince a jury. Records of the time required to move other shipments before and after shipment in question, and between the same points, will be valuable evidence.—L. B. R.

### MAIL ORDER METHODS IN THE GRAIN TRADE—FEDERAL INSPECTION.

*Grain Dealers Journal:* In view of the contemplated federal grain inspection for which bills have been introduced into Congress it is pertinent to ask just what is to be the effect of federal inspection if enacted into law.

From the work so far done by the government laboratories in inspecting grain it is evident they will entirely disregard and abandon the present well known standards and substitute therefor a percentage system. For example a sample of No. 2 wheat submitted to the St. Louis government expert was graded as containing 13.10 per cent moisture; 0.78 per cent seeds, dirt and foreign material, 0.24 per cent other grains; containing 98.98 per cent of wheat of its class; weighing 3.09 grams per 100 kernels; and 61.50 lbs. per bu.; and I understand when their work is farther advanced they will specify the qualities in even more exact figures.

Now all this exactness of grading will have a tendency to do away with the sample market, do away with the grain commission merchant and abolish the grain exchanges that are supported by the receivers. The track buyers and the terminal elevator operators will have the grain business left to their tender mercies and there will be no open market where grain can be shipped.

Many grain shippers now sell on bids for No. 3 or better; the most of them know the grain they are loading is better than the line of the grade and that they are realizing some cents less per bushel than the better grain sells at by sample when consigned. Why do they do it? Because they know what they get. Under the proposed federal percentage grading the country shipper will not only know what he will get on track bids but will know just how much better his shipment is than the line of the grade and will be in position to demand a premium, based on the percentage above the line. Consequently the commission merchant will be robbed entirely of the business that now maintains the grain exchanges and the open markets.

The next step will be for farmers to sell their grain by mail to mail order houses, the government inspectors and the millers being the only parties to have anything to do with the valuation of the grain; and this mail order business will eventually do away with the country elevator man just as the big mail order firms of Chicago have killed the retail merchants in the country towns.

I believe every grain shipper ought to work against federal inspection laws to preserve the grain exchanges and his own business.—P. R. T.

Can't do business without the Grain Dealers Journal, as I find lots to help and instruct a man in every issue.—J. M. Sadler, agent Reedy Grain Co., Volin, S. D.



## Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

### WANT MACHINE TO CUT GRAIN.

*Grain Dealers Journal:* We want to buy some kind of a machine that will cut up grain such as wheat, milo maize, etc., on the same style as oats are cut up, which are called steel cut oats. We do not want to mash the grain nor make flour, as we want the product for chicken feed. We wish to know who manufactures such machines.—Texas Seed & Floral Co., Dallas, Tex.

### WHAT RAILROADS COLLECT DOUBLE DEMURRAGE?

*Grain Dealers Journal:* Since Nov. 29th, 1907, the O. S. L. R. R. in this section of the country has been enforcing a diversion charge of \$5 per car if orders are given within 24 hours; \$6 per car if given within 48 hours, and \$7 per car if given within 72 hours. After 72 hours diversion is not now permitted unless by owners of the grain paying the two local freight rates.

In addition to the cumulative diversion charges of \$5 to \$7 per car, demurrage is assessed so that practically double demurrage is paid. This monstrous exaction is taking about 40% to 50% of the hard earned commission of the dealers in grain.

Can any of your correspondents say whether this exaction is being practiced at other points in the United States? So far as I can learn, up to the present the grain dealers in other states appear free from this exorbitant charge. It is a great incubus to our business.—Yours truly, Sam Williamson, Salt Lake City, Utah.

### LANDLORD'S LIEN IN ILLINOIS.

*Grain Dealers Journal:* We doubt very much that any landlord who is a silent witness to a regular dealers buying grain from his tenant in the open market can fairly compel buyer to pay the rent due him from tenant.

The Illinois statute provides, "that every landlord shall have a lien upon the crops grown or growing upon the demised premises for the rent thereof, whether the same is payable wholly or in part in money or specific articles of property or products of the premises, or labor, and also for the faithful performance of the terms of the lease. Such lien shall continue for the period of six months after the expiration of the term for which the premises were demised."

Under the Illinois decisions, unless the dealer is a bona fide purchaser without notice of a prior claim on behalf of the landlord, or unless the landlord has waived his lien by consenting to the sale of the grain by his tenant, or unless the landlord has not enforced his lien within the time fixed by the statute, namely, within six months after the expiration of the term for which the premises were leased, the dealer becomes liable to the landlord for the value of the grain purchased from the tenant to the extent of

the amount remaining due for rent.—R. F. F.

### WORLD'S CROPS AND EXPORTS?

*Grain Dealers Journal:* Is there a publication covering the amount of grain raised by the different countries also the amount exported by each?—A. B. Crouch, Temple, Tex.

*Ans.:* The total crops of each country in the world are given in the Yearbook of the U. S. Dept. of Agri. The production, imports and exports of each country are given in the yearbook of the Corn Trade News, Liverpool.

### WILL FROSTED SEED PRODUCE GOOD CROP?

*Grain Dealers Journal:* Will some reader of the Journal kindly advise me thru its columns as to what results may be expected from planting wheat or oats that have been frosted? How will it affect the germination and the growing qualities of the grain?—E. J. Wager, Togo, Sask.

*Ans.:* It is a very easy matter to determine the percentage of seed which will germinate by taking 100 kernels of an average sample and keep it in a warm place between sheets of blotting paper that are kept moist. The number of grains which sprout will show approximately the percentage of kernels which may be expected to grow when planted. The frosted kernels, however, do not contain enough substance to nourish the plant until it is well rooted, and no doubt many of the plants would be weak and sickly, such would naturally fall an easy prey to insects, disease or unfavorable weather. No farmer can afford to waste an entire season taking chances on frosted seed. Good seed is readily obtainable and nothing else should be used.

### IS SHIPPER COMPELLED TO LOAD MORE THAN 40,000 LBS.?

*Grain Dealers Journal:* The railroad company is trying to compel us to load 60,000 lbs. of shelled corn, which can easily be done in a 60,000-lb. capacity car, and if we load less than marked capacity we are compelled to pay the freight of marked capacity.

It is not a question of not being able to put the weight in the car, but as shelled corn is a pretty ticklish proposition to handle, especially in our section this year, we do not want to load any cars of over about 40,000 lbs.

The question is, can they hold us to a rule of their own providing we load the minimum weight, which is the general rule all over the United States?—Nathan & Levy, Ft. Wayne, Ind.

*Ans.:* In this case shipper is required to load to marked capacity or pay freight on the amount short. Instead of being fixed at 40,000 lbs. the minimum carload weight varies with the marked capacity of the car.

The rice crop of Burma, India, promises a surplus for exportation estimated at 42,610,000 cwt. of cleaned rice. The acreage has increased 322,271 acres; against the preceding year.

Franz Kivekas, while working in a grain elevator, was asked by his employer to walk around the world on a wager. Since February, 1904, he has nearly completed the journey of 30,000 miles, and has gained 2 years and 8 months on his schedule. By completing the trip in 5 years and 9 months he will win \$5,000 and a 160-acre farm.

### New Grain Tariffs.

An allowance for car lining and grain doors at Kansas City is made by the Burlington in its tariff No. I. C. C. 8807. Why not everywhere?

Rules governing cleaning and milling in transit are given by the Omaha road in Sup. No. 29 to I. C. C. No. 787, effective Mar. 14.

Rules governing the handling of grain at Buffalo or Black Rock when for transfer, elevation, reconignment or local delivery and when held at Victoria or Montrose, Ont., effective Mar. 21, are prescribed by the Michigan Central in I. C. C. No. 3338.

Rules governing milling in transit at a score of southeastern points are given in late tariffs filed with the Interstate Commerce Commission by the Southern Ry.

Wheat 20 and corn 18c are the rates from St. Louis to Lake Charles, La., established by the St. Louis Southwestern in its tariff No. 4966, effective Mar. 9.

One-fourth cent per bu. is specified as the elevation and grain transfer allowance by the Wabash at St. Louis, East St. Louis and Granite City, when such grain is forwarded to points east of Illinois-Indiana state line. Sup. No. 12 to I. C. C. No. 181, effective Mar. 9.

Rules governing reconignment of grain and seeds at Missouri River points, effective Mar. 1, have been issued by the Burlington in tariff I. C. C. No. 8792.

The elevation allowance is restored by the Wabash in its tariff No. 764.

Minimum weights are corrected by the M., K. & T. in its tariff No. 3390.

Rules governing settlement for grain doors are given by the Michigan Central in I. C. C. No. 3325.

Milling in transit rates are for points on the La Crosse division and at Dayton, Ia., are given by the Burlington in tariff No. 8791, I. C. C.; and by the C. C. C. & St. L. in tariff No. 3496 I. C. C. for points on its line.

A rate of 22 cents effective Mar. 2 has been made by the Burlington on barley, corn, and rye screenings, oats, elevator dust, mill refuse and oat clips from La Crosse, Wis., Minneapolis, St. Paul and Winona, Minn., when from beyond, to Mobile, Ala., and New Orleans, La.

The C. & E. I. has made a rate on grain of 8c from Chicago to East St. Louis, and when from beyond 7c; to St. Louis, Mo., ½c more.

On grain from connecting lines or from elevators on connecting lines the C. P. & St. L. has made a rate of 15c on grain from Peoria and Pekin, Ill., to New Orleans, La., Vicksburg, Miss., and Mobile, Ala.

The Northern Pacific in I. C. C. No. 3594 has made a rate of 7½c on flaxseed, rye, corn, barley, oats and screenings from Duluth, Superior and Washburn when from beyond, to Chicago, Milwaukee, Manitowoc and points taking Chicago rate on the Wisconsin Central, effective Mar. 6, as reported by the *Traffic Bulletin*.

The nearer the price of durum gets to that of Northern, the less will millers use. When it is only about fourpence per bushel less they will probably use none at all. If it can be purchased at eight pence per bushel discount off Northern prices, ten per cent might be used, but in no case could more than 20 per cent be included in the grist if good commercial patents are wanted.—*Milling*, Liverpool.

## Verbal Contracts for Grain Void.

During recent months we have published several articles bearing on the impossibility of enforcing verbal contracts for grain made in Indiana when not supported by written confirmation. In fact, specific instances of defaults on telephone sales were cited in the Journal for Nov. 24, Jan. 10 and Jan. 25. In as much as the farmer sells his grain to the country elevator man by verbal or telephone agreement, and the elevator man in turn sells much of his grain by telephone, it would seem necessary that grain men investigate carefully the laws of their states bearing on verbal contracts, so as to avoid placing their business in jeopardy by making contracts which the statutes declare to be void.

The law dates back to the old English statute of frauds, which was enacted in 1689, "For the prevention of many fraudulent practices which are commonly endeavored to be upheld by perjury and subornation of perjury." Paragraph XVI. of this old law provides as follows:

"XVI.—And be it further enacted by the authority aforesaid that from and after the said four-and-twentieth day of June no contract for the sale of any goods, wares or merchandise, for the price of ten pounds sterling or upwards, shall be allowed to be good except the buyer shall accept part of the goods so sold and actually receive the same or give something in earnest to bind the bargain or in part payment, or that some note or memorandum in writing of the said bargain be made and signed by the parties to be charged by such contract or their agents thereunto lawfully authorized."

The statutes of no two states agree absolutely in this matter, but under the statute of frauds of each state we find something bearing on the subject, and in many of the states contracts for more than a nominal amount are void unless in writing, or they have been partially consummated by the payment of some money or the delivery of some goods.

Iowa's law is the most sweeping in that it virtually makes all contracts void unless in writing. Its statute is as follows:

**Iowa Code 1897:** "§ 425. Statute of frauds—contract in writing. Except when otherwise specially provided no evidence of the following enumerated contracts is competent, unless it be in writing and signed by the party charged or by his authorized agent.

"1. Those in relation to the sale of personal property, when no part of the property is delivered and no part of price paid."

Michigan's law provides about the same as the Indiana law, both of which, as well as the Nebraska and Kansas statutes, follow:

**Nebraska Statutes, 1907.**—"§ 3642. § 9. Every contract for the sale of any goods, chattels, or things in action, for the price of fifty dollars or more, shall be void unless, first, a note or memorandum of such contract be made in writing, and be subscribed by the party to be charged thereby; or, second, unless the buyer shall accept and receive part of such goods or the evidences, or some of them, of such things in action; or, third, unless the buyer shall, at the time, pay some part of the purchase money."

**Michigan Laws Compiled 1897:** "(9516) § 3. No contract for the sale of any goods,

wares or merchandise, for the price of fifty dollars or more, shall be valid, unless the purchaser shall accept and receive part of the goods sold, or shall give something in earnest, to bind the bargain or in part payment, or unless some note or memorandum in writing of the bargain be made, and signed by the party to be charged thereby or by some person thereunto by him lawfully authorized."

**South Dakota Rev. Stat. 1904,** p. 557. "§ 1237. 4. An agreement for the sale of goods, chattels, or things in action, at a price not less than fifty dollars, unless the buyer accept or receive part of such goods and chattels, or the evidences of some part of them, of such things in action, or pay at the time some part of the purchase money."

**North Dakota Rev. Stat., 1899,** p. 909. "§ 3958. \* \* No sale of personal property or agreement to buy or sell it for a price of fifty dollars or more is valid unless:

1. The agreement or some note or memorandum thereof is in writing and subscribed by the party to be charged or by his agent; or,
2. The buyer accepts and receives part of the things sold or when it consists of a thing in action, part of the evidences thereof, or some of them; or
3. The buyer at the time of sale pays a part of the price."

**Indiana, Burns Annotated Statutes 6633.** (4910). No contract for the sale of any goods, for the price of fifty dollars or more, shall be valid, unless the purchaser shall receive part of such property, or shall give something in earnest to bind the bargain or in part payment, or unless some note or memorandum in writing of the bargain be made, and signed by the party to be charged thereby, or by some person thereunto by him lawfully authorized."

**Kansas. Gen. Statutes 1905:** Ch. 43 F. & P. no provision for as in Ind., etc. "§ 3355. Change of Possession. § 3. Every sale or conveyance of personal property unaccompanied by an actual and continued change of possession shall be deemed to be void as against purchasers without notice and existing or subsequent creditors, until it is shown that such sale was made in good faith and upon sufficient consideration. This section shall not interfere with the provisions of law relating to chattel mortgages."

Conn., Ga., Mass., Minn., Miss., Neb., Nev., N. Y., Ore., Wis. and Wyoming all have statutes voiding verbal contracts involving \$50 or more. While Ark., Me., Mo. and N. J. void verbal contracts involving \$30 or more. Cal. and Mont. void verbal contracts involving \$200 or more, while New Hampshire places the minimum amount at \$33 and Vermont the limit at \$40.

Ohio and Illinois seem to be lacking in statutes of this character, except where the contracts are not to be performed within a period of one year from the time of the making thereof. As all contracts for the purchase or sale of grain are to be consummated in a much shorter period, verbal contracts are not void by statute as in the other states named. Among the other states limiting this regulation to contracts which are not to be performed within a year are Ala., Del., Ky., R. I., Tenn., Tex., Va. and W. Va.

The telephone has entered so largely into the life of every grain dealer, both in the purchase and sale of grain, that in view of existing laws it would seem absolutely necessary to take the precaution of insisting upon written confirmations being accepted in writing where verbal contracts are made in those states having the spirit of the old statute of frauds act still in force.

## Feed Dealers Organize a National Ass'n.

Representative feed dealers of the Northern and Eastern states met at Buffalo, N. Y., Feb. 18 and 19, and organized the National Ass'n of Feed Dealers. The objects of the organization were explained by M. C. Moore.

A. S. Morris of Oneonta, N. Y., was chosen chairman pro tem and M. C. Moore as temporary sec'y.

It was decided after considerable discussion, to limit the membership to the wholesale trade and manufacturers of the United States and Canada; and 28 members joined.

Temporary rules were adopted as follows: That a membership fee of \$10 be assessed each firm, with annual dues of \$10; that applications for membership be sent to all members for approval before they are submitted to the membership committee; that the president appoint committees on transportation, arbitration, legislation, trade rules, membership and other standing committees; that two general meetings be held each year, the time and place to be designated by a majority of the board of directors.

A copy of the by-laws as prepared by a committee consisting of C. P. Wolverton, E. C. Dreyer, D. H. Grandin, A. S. Morris and H. T. Ames, will be mailed to the members for their consideration, subject to corrections and changes at the next meeting.

A committee composed of E. C. Dreyer, John W. Cox and C. B. Pierce presented a code of rules to govern sales of mill feed which also will be submitted to members for adoption at the next meeting.

The following standing committees were appointed:

**Transportation**—C. B. Spaulding, Chicago; A. C. Robinson, St. Louis; George B. Morris, Minneapolis; A. B. Porter, Philadelphia; F. J. Ludwig, Boston.

**Arbitration**—A. C. Palmer, Buffalo; O. R. Sickert, Milwaukee; H. H. Andrews, Minneapolis; J. W. Cohn, St. Louis; C. W. Wagar, Philadelphia.

**Trade Rules**—Allen Baker, St. Louis; C. R. Dean, Owego, N. Y.; T. M. Rosenkranz, Philadelphia; Mr. Smith, of J. E. Soper & Co., Boston; John E. Craghty, Boston.

**Legislation**—W. H. Crock, Minneapolis; A. C. Winter, Chicago; C. A. Krause, Milwaukee; E. N. Fairchild, Minneapolis; H. P. Gallagher, Minneapolis; W. E. Castle, Louisville; J. B. Simpson, New York; William Wallace, Milwaukee; H. Wehmann, Minneapolis; Mr. Young, Chicago; C. C. Coldran, Chicago; Mr. Fraser, Winona, Minn.; Mr. Shoemaker, Hammond, Ind.; C. B. Pierce, Milwaukee; M. F. Baringer, Philadelphia.

**Membership**—A. S. Morris, Oneonta; M. C. Burns, Jamestown, N. Y.; L. F. Eaton, America, N. Y.; Frank Eby, Lancaster, Pa.; A. F. Nickerson, Portland, Me.

The following officers were chosen for the permanent organization:

**Pres.**, A. S. Morris, Oneonta, N. Y.; **first vice-pres.**, Allen Baker, St. Louis, Mo.; **second vice-pres.**, S. F. Scattergood, Philadelphia, Pa.; **sec'y-treas.**, M. C. Moore, Milwaukee, Wis. **Executive committee**: E. C. Dreyer, St. Louis, Mo.; C. B. Spaulding, Chicago, Ill.; John W. Cox, Boston, Mass., and the officers. **Directors**—E. C. Dreyer, St. Louis, Mo.; A. C. Palmer, Buffalo, N. Y.; C. B. Spaulding, Chicago, Ill.; H. L. Ames, James-



town, N. Y.; H. A. Andrews, Minneapolis, Minn.; O. R. Sickert, Milwaukee, Wis.; John W. Cox, Boston, Mass.; C. R. Dean, Oswego, N. Y.; Robert Sandau, Seymour, Ind.; J. A. Howell, Middletown, N. Y.

The plan is to publish a bulletin once a month or oftener for circulation among the members, for the information of all as to the conditions of trade and keeping the aims and operations of the Ass'n always before the members.

Work will be done along the lines of "purifying" the molasses-feed trade, securing a uniform B/L, posting the members on the new food and drug law, simplifying railroad tariffs and looking into many other things that are now perplexing the trade.

The next annual meeting will be held in Detroit during the third week of June at the time of the meeting of the Millers' National Federation, many of the millers being members of both organizations.

## Report of Minnesota's Inspection Department.

The annual report of Minnesota's Chief Inspector, F. W. Eva, shows that during the year ending Aug. 31, '07, the department inspected on arrival at Minneapolis, Duluth, St. Paul, St. Cloud, New Prague, Sleepy Eye and Montgomery a total of 223,873 cars of grain. This is the largest number of cars received during the past ten years with the exception of the crop of 1905 when 235,422 cars were inspected and of the crop of 1898 when 279,112 were inspected.

The receipts for the crop year of 1906 include 12,624 cars of winter wheat, 175 cars of western white and red wheat, 99,510 cars of northern spring wheat, 1,760 cars of mixed wheats, 2,206 cars of special bin wheat and 33,028 cars of Durum wheat. The balance was made up of corn 5,687, oats 16,683, rye 3,136, barley 19,629 and flax seed 29,535 cars.

The finances of the department continue in a very satisfactory condition. The receipts from all sources during the year amounted to \$249,895.55, the disbursements \$256,644.38, showing a net loss of \$6,748.83. However, the department had a surplus at the end of the preceding year of \$49,300.36, so it still has a surplus of over \$42,000 and as a small increase has been made on inspection fees it is not likely to run very much behind in the future.

Out of a total of 276,944 car loads of grain inspected on arrival and out of store 57,394 were held for reinspection. Of this number the original inspection and dockage on 33,429 was confirmed. The grade of 14,735 cars was raised and the grade of 2,038 cars was lowered, while the dockage was changed on 7,192 cars.

Appeals were taken in 33,036 cases and the grade given by the chief deputies was confirmed in 21,453 cars. In the remainder, or 11,583 cars, the grade was changed by the appeal board.

## Imports and Exports of Beans.

Imports of beans and dried peas during 1907 have been 476,748 bus., against 458,209 bus. for the preceding year.

Exports of beans and dried peas have been 398,577 bus., against 427,350 bus. for 1906, as reported by O. P. Austin, chief of the Bureau of Statistics.

# Crop Reports

## Canada.

Winnipeg, Man.—The official report of the Manitoba Department of Agriculture shows that the total amount of land already prepared for the crop of 1908 is 1,843,016 acres in the Province of Manitoba alone, which is a decrease of 480,933 acres from the amount prepared last year for the 1907 crop.—C.

## Illinois.

Robinson, Ill.—Growing wheat, what little we have, looks fair for a crop.—John Olwin & Co.

## Indiana.

Petersburg, Ind.—Wheat looks very bad. All river wheat under water and has been for ten days past; however, water is receding slowly. The smallest acreage of wheat sown here last fall for years. Corn at least  $\frac{1}{2}$  shipped; very poor quality. Look for a larger acreage of corn to be planted in 1908.—S. J. Haines Eltr. Co.

## Kansas.

McPherson, Kan.—The acreage in this county is the same as last year. Some bug complaints; damage unknown at present.—Colburn Bros.

Halford, Kan.—Wheat sown 10 per cent. condition good, have no fly or bugs here. Prospect never better; we look for a big crop.—L. E. Eaton.

Harlan, Kan.—Winter wheat 90 per cent. corn good. Too early for the hessian fly and green bugs. Wheat very small. The winter has been very pleasant with very little snow or rain, but if we get a fair spring we are all right.—A. A. Bradley.

## Michigan.

Lansing, Mich.—In reply to the question "Has wheat during January suffered from any cause?" 138 correspondents in the southern counties answer yes and 291 no; in the central counties, 46 yes and 106 no; and in the northern counties, 65 answer yes and 57 no.—Geo. A. Prescott, secy. of state.

## Oklahoma.

Ames, Okla.—About  $\frac{1}{4}$  of a wheat crop was sown in this section, and what was sown looks fine. Have not heard of any green bugs.—D. W. Harris.

Autwine, Okla.—The acreage sown this year compared with last year is about  $\frac{1}{2}$ . Condition at present time poor; damage done by the hessian fly and green bug.—W. E. Hasting.

Agra, Okla.—The wheat acreage this year is not over  $\frac{1}{5}$  as much as last. The wheat is looking fine, no fly or green bugs working at present.—J. C. Pierce Grain & Eltr. Co.

Bessie, Okla.—The wheat in this section looks as good as usual at this time of the year, and the acreage is fully what it was last year. No insects bothering.—F. A. Morgan.

Waukomis, Okla.—Acreage in wheat compared with last year is 70%; looks good and no damage by bugs yet. Winter wheat has not made much of a growth this winter.—Waukomis Mill & Eltr. Co.

Arapaho, Okla.—About one-half a crop acreage. Bugs or something is working on the wheat, not looking very good. There will not be much wheat unless conditions change later.—J. H. Guthrie, agt. Austin Grain Co.

Bison, Okla.—Acreage sown to winter wheat is 50% less than sown last year. Hessian fly and green bugs are reported in this locality, but as yet have heard of no damage.—V. H. McCarrick, agt. El Reno Mill & Eltr. Co.

Avard, Okla.—About  $\frac{1}{4}$  as large a crop this year as last; and conditions are fine, never better prospects. No Hessian fly or green bugs that have done any damage yet. The farmers all say that there is none.—Chas. A. Wagner, agt. Crowell Bros.

Amorita, Okla.—The present condition of the wheat in this locality is good and the acreage is about the same as last year. I have heard of no hessian fly in this locality, but there are a few green bugs, but no damage has been done yet. It will be impossible to know what damage is done before the first of Mar.—G. W. Hoover, agt. Wirt & Lyons Co., successor to Choctaw Mill & Eltr. Co.

## Texas.

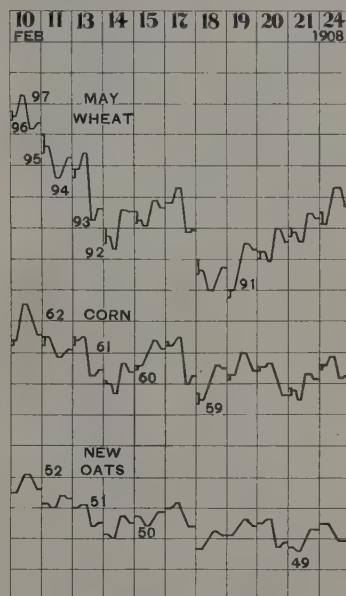
Happy, Tex.—The increase in the wheat acreage is quite a great deal larger than acreage of last year.—Plains Lumber & Grain Co.

Heidenheimer, Tex.—No wheat sown in this part of the country. Oat acreage 75% of last year, but in good condition and looking well.—J. D. Hill.

Rice, Tex.—We do not raise much wheat at this place, but what there is in good condition. No green bugs or flies. The acreage is about the same as last year. We look for a good crop.—Fortson Bros.

# Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for two weeks prior to Feb. 25 are given on the chart herewith.



The Quaker Oats Co. earned nearly 15 per cent on its common stock for the year ending Dec. 31, 1907. At the annual meeting Feb. 14 net profits were reported \$81,776 more than 1906. Net earnings were \$1,365,165. Dividends increased from \$571,263 in 1906 to \$869,110 in 1907. The assets are \$18,208,794; against which the chief liability is the \$13,500,000 capital stock.

Action on the dividend of the Corn Products Co. will be taken by the directors Mar. 10. Pres. E. T. Bedford states that the profits of the company have been cut down about \$1,000,000 on account of the decline in business, which is now only about half its normal volume. In an endeavor to hold its trade the company in 1907 paid out \$900,000 in rebates to customers.

The green bug will receive federal attention this year. Besides a large sum which will be set aside for fighting the pest in the agricultural appropriation bill it is expected the Secy of Agri. will recommend \$10,000 appropriation for immediate experimental work in the South and Southwest, particularly in Texas. Then Mr. Green Bug will refuse to come and be experimented with.

## Induction Motor Drive in Grain Elevators.

BY WM. T. BERKSHIRE.

The operation of grain elevators is a remarkably successful field for the induction motor. The sturdiness, simplicity of construction and operation, economy of maintenance, and freedom from sparking of this type of electric motor make it ideal for the exacting conditions of use in the dusty and inaccessible confines of a grain elevator.

One of the largest installations of induction motors in this field of industry is at the new grain elevator of the New York Central & Hudson River R. R., Weehawken, N. J. This elevator, shown in Fig. 1, having a capacity of 2,000,000 bus. of grain, is electrically equipped thruout, the apparatus having been furnished by the General Electric Co., including motors, switchboard, cable, fixtures and lamps. The building, which is 353 feet long, 101 feet wide, and 200 feet high, contains 291 separate bins. Each of its 24 elevator legs has a capacity of 10,000 bus. per hour. Eight of the legs are for receiving, 8 for shipping, 7 for cleaning, and 1 for screening.

Following is a brief description of the application of motor drive:

The motors aggregate nearly 3200 H. P., operating at 25 cycles, 550 volts.

For operating the car pullers a 40 H. P. induction motor, having a capacity of 20 cars, is provided. The grain is delivered to the receiving sinks by automatic power shovels, operated by two 40 H. P. induction motors, each motor operating 16 shovels.

The eight receiving elevators, each operated by one 100 H. P. induction motor, are shown in Fig. 2. An output of 78 H. P. is required to elevate 10,000 bus. of wheat at the rate of 210 feet per hour.

Operated in conjunction with the cleaning elevators are seven compound shake, double receiving cleaners, each being operated by a 40 H. P. induction motor. These cleaners have a capacity of 550 bu. each.

One 55 in. and two 60 in. fans operated by three 40 H. P. motors, and one 60 in. double sweeper fan operated by a 60 H. P. motor, supply the cleaners and dust collecting system with air blast.

The seven cleaning elevators, identical with the receiving elevators, are operated

by seven 100 H. P. induction motors and serve to bring the grain again to the top of the building, from whence it is dropped either into freight cars or vessels for shipment, or into bins for storage.

Eight shipping elevators, each operated by a 100 H. P. motor, are provided for delivering grain from the storage bins to cars or vessels. For carrying grain from storage bins to shipping elevators, eight 22 in. belt cross conveyors, operated by two 40 H. P. induction motors, are installed.

A longitudinal conveyor, operated by a 75 H. P. motor, is installed for transferring grain from one bin into another, or from a bin to a vessel. The 36 in. belt for this conveyor travels at the rate of 600 to 800 ft. per min., giving a capacity of 10,000 bu. per hour, and can be operated in either direction.

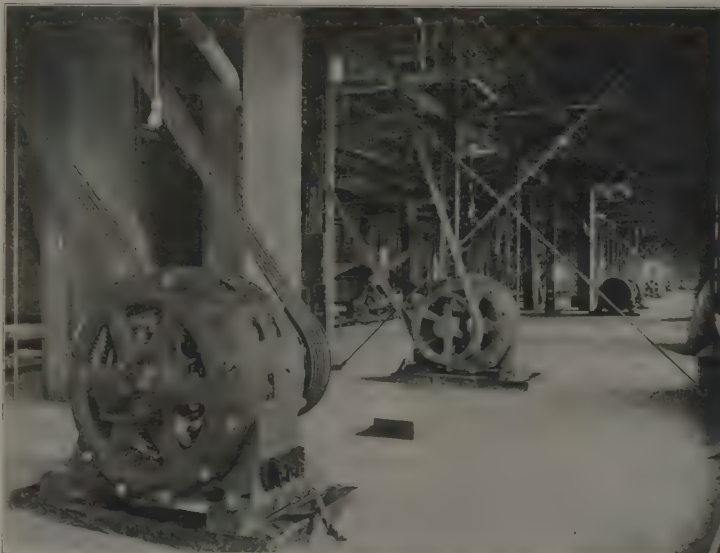
A 40 H. P. motor is installed on the motor floor for operating the screening elevator.

In addition to the above applications, a

5 H. P. motor driven Deane pump is provided for keeping the basement dry. An auxiliary pump is belted to a 10 H. P. motor. A passenger and freight elevator of one ton capacity is also installed, being operated by a 10 H. P. motor.

The switchboard room contains three receiving panels, eleven motor panels (each panel controlling four motors), and three other panels, one for lighting distribution, one for controlling electric heaters and containing two compensators for starting the motors, and one equipped with two sets of bus bars and containing a double-throw compensator switch, by the use of which either compensator may be operated from either set of bus bars. Each compensator is large enough to start four motors simultaneously, altho in practice only one motor is started at a time.

Standard 16-candle power, 115 volt, incandescent lamps on flexible cord are used for interior lighting, three 30 K.W. transformers being used to obtain the necessary reduction in voltage. Outside



Eight 75-h.p. Induction Motors in Dakota Elevator at Buffalo, N. Y.



Fig. 1.—Electrically Equipped Elevator of New York Central R. R. at Weehawken, N. J.



lighting is accomplished by 32 candle power lamps. 8 candle power lamps are used for signalling purposes. All wiring is in iron conduit.

The above description, while not in detail, serves to show that induction motor drive is highly adaptable to elevator service. It must be borne in mind that a motor not only may drive by belt or rope, but can be either geared or direct connected to the driven shaft; furthermore, it can be mounted on the wall or inverted on the ceiling of a building.

With these facts in view, it will be noted that with the induction motor drive—

Constant speed is obtained independent of load.

All labor incidental to a steam plant is saved.

No labor is required for the operation of an electric motor.

Maintenance and repairs are reduced to a minimum.

Economy of floor space is obtained.

There is no waste of power, and excess shaft and belt losses are eliminated.

Where several motors are installed, as in the plant described above, accident to one of the motors does not interfere with the operation of the rest of the plant. This feature of induction motor drive has caused it to become a potent factor in the driving of all industrial plants, such as textile mills, machine shops, etc., and is rapidly asserting its importance, in the elevator and milling industries.

A few of many other elevator companies using induction motor drive in their plants are, The Buffalo Elevator Co., Buffalo, N. Y.; The Ontario Elevator Co., Buffalo, N. Y.; Gardiner Elevator Co., Detroit, Mich.; Nye, Schneider & Fowler Co., Omaha, Neb.; Trans Mississippi Grain Co., Omaha, Neb.; The Updike Grain Co., Omaha, Neb., and the Dakota Elevator, Buffalo, N. Y.

## Minimum Weight Should Vary with Capacity of Car. Favors Federal Control of Grain Weighing and Inspection.

In its first annual report the public service commission of New York State said

"These increases in minimum carload weights compel readjustments of trade sales to the basis of the new minimum and create, as to the lighter commodities, a demand by shippers for the larger cars which the carriers are not always in position to supply. When a carrier furnishes a large car to one shipper and a small car to another, both shipping a commodity which requires the larger car space to reach the carrier's established minimum load, the discrimination is as plain and unjust as if the carrier had deliberately charged a lower rate to the one shipper than to the other.

"It is no answer to say that the shipper could refuse the small car and wait for a larger car to be furnished at some indefinite time, according to the carrier's convenience. When carriers deliberately raise the minimum carload weight for any given commodity their obligation to furnish cars for shipments within a reasonable time includes the provision of a car in such time which will permit the shipment to be made in accordance with their own rules and not operate to force a charge for the shipment higher than that in their published tariffs. There is much to be said in favor of a minimum carload weight which will vary with the capacity of the car furnished."

The Government has given its sanction to the State Penitentiary Board to establish an experimental station for growing hemp at Little Rock, Ark. The Agri. Dept. states it has been demonstrated that hemp can be grown cheaply and in paying quantities in Southeast Arkansas.

St. Louis grain receivers and the Merchants' Exchange have suffered so much grief at the hands of Illinois and Missouri politicians in the matter of grain weighing, grading and irritating regulation it is no surprise that they seek relief in federal control and at the same time utilize an opportunity to rap the vultures who have preyed on the city's grain trade in utter disregard of its welfare.

On Jan'y 21 the Directors of the Merchants Exchange acting on a petition from members adopted the following resolutions and forwarded copies to the city's representatives in the lower House:

Resolved, That the uniform and correct grading of grain and the accurate weighing of same in the United States are not only highly desirable but essential to the continued welfare and growth of our foreign and domestic trade, and can best be secured by federal control of the inspection and weighing.

Resolved, That the Merchants Exchange of St. Louis favors the enactment by the United States Congress of such laws as will place the inspection and weighing of grain under federal control, under such conditions as will insure—(1) uniformity of grading, so far as practicable; (2) the preservation of the individuality and the interests of the various markets which have been built up by their own efforts; (3) a square deal to all concerned.

The Directors also suggested changes in Senate Bill 382 introduced by Senator McCumber of North Dakota as follows:

Section 2—That the chief grain inspector and his assistants shall be expert judges of grain and shall pass a satisfactory examination as to their qualifications in this respect, before being appointed.

Section 3—That said inspectors shall give a good and sufficient bond for the faithful performance of their duties.

Section 5—That when it is proposed to modify or change any classification or grade, a day shall be fixed for a public hearing at which any person concerned in the proposed modification or change may be heard, and that at least ten days public notice shall be given of the time and place of said hearing; and that if after said hearing it is decided to make the proposed modification or change, at least sixty days public notice shall be given of the date when said modification or change shall become effective.

Section 8—That it shall be unlawful for any person, firm or corporation, engaged in the transportation of grain, to make any charge for holding grain for inspection, as required by the provisions of this section.

Section 9—That the words "economically administered" be inserted after the word "service" in line 8, page 5.

Section 11—That instead of the final appeal from inspection being to the Secretary of Agriculture, it should be to a Committee of Appeals each city or market where federal inspection prevails to have its own separate Committee of Appeals composed of persons generally recognized as expert judges of grain, but not connected with the federal inspection department; and, preferably, there should be a separate committee for each kind of grain, so as to secure the highest type of expert service on appeals. Of course it would be ideal if appointments to this Committee of Appeals were required to be made from nominations by the Boards of Trade or similar organizations in the respective cities, but it is probably hopeless to expect that.

Section 16—That a minimum as well as a maximum penalty should be prescribed.

It matters not what are the civil service rules or requirements accompanying the inspectorship the politicians with the pulls will control the jobs regardless of the trade interests of any section.

Government has never served a people in any capacity as efficiently or at as low a cost as private corporations. Its proper province is to govern, to regulate.

Natal, Africa, is trying to find a market in Great Britain for the surplus indian corn, and has obtained preferential rates from the steamship companies.



Fig. 2.—One of the 100-h.p. Induction Motors in the New York Central Elevator, Weehawken, N. J.

## Grain Carriers

Uniform action in cutting off the privilege of stopping cars in transit is contemplated by the western roads.

Surveys are being made for the 90 miles of road to be built by the Brenham & Brazos Valley R. R. Co. from Brenham to Waco, Tex.

Construction is to begin this spring on 267 miles of the Nebraska, Kansas & Southern between Superior, Neb., and Garden City, Kan.

An inquiry into alleged rebates paid by the Southern Pacific, Santa Fe and Salt Lake roads has been begun by the California Railroad Commission.

Eastern roads are considering a reduction of 2c per 100 lbs. in the grain rates from Chicago during the summer months, i. e., during the period of water competition.

The new rate for milling in transit on oats and wheat via North Bay via Portland and Boston will go into effect Mar. 18. The rate has already gone into effect to West St. John and Halifax.

A bill appropriating \$100,000 for a survey of a ship canal to connect Lake Michigan at Benton Harbor with Lake Erie at Toledo has been introduced in the house by Mr. Fornes of New York.

An unreasonable basis for milling in transit at Salina, Kan., is alleged by the Marshall Michel Grain Co., of Kansas City in a complaint to the Interstate Commerce Commission against the Mo. Pac. Ry.

The senate committee on interstate commerce has practically agreed on an amendment to the act giving the Commission right to initiate proceedings against a railroad when in its judgment a rate is too high.

The Missouri Pacific recently gave a Kansas City factory an order for 100,000 grain doors to be delivered at the rate of 20,000 per month. Shippers along the Gould lines should see that their agent procures all of the new doors that may be required.

According to a decision of the I. C. C., shippers may only recover from the railroads, for lost or damaged freight, upon the basis of valuation placed upon such shipments, which valuation may have been given in order to get the benefit of lower classification rates.—C.

Freight agents are working harder for business. Recently the Washer Grain Co., of Atchison, Kan., shipped a carload of grain to a southeastern point, and next day received a telegram from each of the southeastern agents requesting that the next car be routed over their road.

The Dominion government has just passed an order in council withdrawing on and after Jan. 1, 1909, the existing privileges enjoyed by foreign countries in Canadian waters, and confining the right to carry passengers and freight from one Canadian port to another solely to British vessels.

Judge Trieber of the Federal court at Little Rock on Feb. 17 enjoined the Arkansas Railroad Commission and the prosecuting attorneys of the state from enforcing the state reciprocal demurrage law against the St. Louis, Iron Mountain & Southern R. R. so far as the law applies to interstate business.

The eastward grain movement during the 1907 season of navigation included 63,349,000 bus. of wheat; compared with 47,726,000 bus. during the 1906 season, as reported by the bureau of statistics. Corn shipments were 44,355,990; against 43,521,540 bus. Shipments of oats and barley by lake decreased 38 and 26 per cent compared with 1906.

The level of Lake Ontario is the highest since 1886, while Lakes Michigan and Huron are 27 inches lower than in that year, showing the deepening of the connecting channels has had the effect of lowering the upper lakes, especially between Lakes Huron and Erie, the latter not having fallen as much as Huron since 1886 by about 13 inches.

A hearing on Culberson's bill requiring carriers to furnish cars promptly was given the grain and cattle interests Feb. 14. Judge S. H. Cowan of Texas argued vigorously for the bill, and John B. Daish spoke for the hay trade. The hearing which was to have been given by the senate committee on interstate commerce on Feb. 21 has been postponed for the lack of a quorum.

The hundred-million-dollar barge canal appears to be a huge bunco game, whereby Buffalo and New York hope to maintain their present grasp on the traffic. The metropolis, it seems, is a little afraid that with a deep waterway lake boats might go on to Boston or Providence or Philadelphia or even Baltimore, without stopping to unload at New York wharves.—*Minneapolis Journal*.

Objections to the proposed uniform B/L were heard recently by Chairman Knapp of the Interstate Commerce Commission at a conference with railroad officials and John M. Glenn, sec'y of the Illinois Manufacturers' Ass'n. No definite decision was reached. It is known that the Commission feels it has not the authority to force the carriers to adopt any specific form of B/L, and its work, therefore, has been in a sense advisory and persuasive.

Executive and legislative committees of the National Industrial Traffic League met at St. Louis Feb. 14 and adopted resolutions favoring the legalization of traffic ass'ns, a requirement in the law that carrier quote rates on application and be responsible therefor, a prohibition of advances in rates pending investigation by the Commission, that no thru rate shall exceed a combination of the lowest locals and opposing the cancellation of the present long and short haul clause.

Railroads must get out of the coal business and steel mills and harvester works must quit the railroad business by May 1, under the interstate commerce act. Rebates have been paid to industrial enterprises in the guise of a division of freight for the hauling of cars over side tracks owned by the industry. About the first road to obey the law is the Louisville & Nashville, which recently disposed of its interests in the Louisville Property Co. to individual stockholders of the railroad.

In compliance with the request of a delegation of the Iowa Grain Dealers' Ass'n the Rock Island road has decided to allow the same rules to govern the reconsigning of track grain as now obtained on coal, lumber, etc. With regard to shelling corn in transit this matter was adjusted to the satisfaction of the delegation by the issuance of a rule that corn can be shelled in transit at the weight of the shelled corn, from origin-

ating point to destination, plus \$3 per car for the stopping to shell in transit.

The Supreme Court of the United States on Feb. 24 decided that the Hepburn rate law does not repeal section 1 of the Elkins act, prohibiting rebates, in the prosecution of the Great Northern Railway for granting rebates to the W. P. Devereux Co., of Minneapolis, on shipments of grain to the Pacific Coast. The U. S. District Court for the eastern district of Minnesota had fined the road \$1,000 each on 15 violations of the law. This decision is sweeping, destroying the main defense of the Standard Oil Co. in its appeal from the \$29,000,000 fine for accepting rebates.

An analysis of freight tonnage handled over its entire system has been made by the Santa Fe and shows that the reduction in traffic is due to a falling off in merchandise and manufactured products in the east. On the contrary, business in the west holds up remarkably. During the first 10 days of February the number of revenue cars of freight loaded on the Santa Fe showed an increase of 1,346 cars. The Pennsylvania is said to have 77,000 idle cars on its system. This is good news for shippers, as it deprives the railroads of excuse for delay in furnishing cars when wanted.

"As I stated in my message to the congress a year ago, railroads should be given power to enter into agreements, subject to these agreements being made public in minute detail and to the consent of the interstate commerce commission being first obtained. Until the national government assumes proper control of interstate commerce, in the exercise of the authority it already possesses, it will be impossible either to give to or to get from the railroads full justice. The railroads and all other great corporations will do well to recognize that this control must come; the only question is as to what governmental body can most wisely exercise it."—President Roosevelt.

The Interstate Commerce Commission has recently made the following informal ruling: The delivering carrier is under obligation to collect demurrage charges assessed by it, altho such charges may have accrued as the result of error on the part of another carrier. The shipper should ordinarily pay the lawfully published rate via the route over which the shipment moved, pending dispute, and then make claim for refund. The Commission, in the adjustment of misrouting claims, will not ordinarily include demurrage charges. When the delivering carrier demands more than the lawful rate, the consignee is released from the obligation to pay demurrage charges accruing during the pendency of the dispute as to the lawful rate.

A hot fight is in progress over the 4½c reduction on grain and grain products asked by Kansas City of the Interstate Commission. The petition is entitled "Aug. J. Bulte Milling Co. v. Chicago & Aiton R. R. and others," and the hearing begun at Kansas City Feb. 18 was resumed by Commissioner Harlan at Chicago Feb. 24. Milwaukee, St. Louis, Chicago and Minneapolis are opposing the reduction. About 70 southwestern millers are backing the committee of which Mr. Bulte is chairman. As their principal basis of complaint, the millers set out that Minneapolis has a rate of 8.3c, proportional, to Chicago; and the 12c rate effective from lower Missouri river points, compared with this Minneapolis rate, constitutes a heavy dis-



crimination against the mills of the Southwest. Before the present law became effective, a rate of 8c from Kansas City to Chicago was frequently in effect for long periods; this fact is set up as proof that a rate much lower than the present 12c tariff would be a fair rate to the carriers.

Besides refusing a rehearing on the complaint of the Merchants Exchange of St. Louis against the Missouri Pacific the Interstate Commerce Commission has gone further by reducing the differential between Kansas City and St. Louis 1 cent per 100 lbs., to Little Rock. It is ordered by the Commission "That defendants are required to establish before March 20, and maintain in force thereafter during a period of not less than two years, and apply to the transportation of grain and products thereof over their respective lines of railway from said St. Louis to Little Rock, rates as follows, a rate on wheat and its products which shall not exceed 14 cents per 100 pounds, and a rate on other kinds of grain, known as coarse grains, including corn and oats, and the products of such coarse grains, which shall not exceed 12 cents per 100 pounds, in cases where said traffic, previous to such transportation, has been carried to said St. Louis by railroad from points outside of that city. Above rates are to be put in force upon thirty days' notice to the public and the Interstate Commerce Commission."

Rules governing the diversion of freight in transit have recently been issued by the Boston & Albany, effective Mar. 2, on grain, grain products and hay. It is provided that no more than one diversion will be allowed upon any one shipment. If a second diversion is ordered, the traffic will be treated as a new shipment from point to which first diverted to final destination. Shipments will be subject to car service rules and charges incurred thereunder must be paid in addition to the freight charges. Requests for diversion must be made in writing, and on shipments consigned "to order" must be accompanied by B/L. When shipments are diverted en route, a charge of \$2 per car will be made for the service. If a thru rate is in effect from point of shipment to ultimate destination, such thru rate will apply, plus the diversion charge of \$2 per car, except that if the diversion entails a back haul, an additional charge of \$5 per car will be made. If no through rate is in effect from point of shipment to ultimate destination, the diversion charge of \$2 per car will be assessed and the shipment will be charged rate from point of origin to nearest point to ultimate destination to which through rate is in effect, plus local rate from such point to ultimate destination. When shipments are diverted to Boston & Albany R. R. points, after having reached original destination, if a thru rate is in effect from point of shipment to ultimate destination, the rate from point of shipment to original destination will be charged, plus one-half tariff rate from original destination to final destination, with minimum charge of \$5 per car, but in no case will the charges be less than the published rate from point of origin to final destination, plus \$5 per car. These rules do not apply to cars held for reconsignment at Rensselaer, N. Y.

Take out and examine the spark plug when the gasoline engine fails. By turning the engine slowly with the metal of the plug on the metal of the engine a possible short circuit can be discovered.

## Imports and Exports of Hay.

Imports of hay for the year 1907 have been 42,000 tons, against 65,745 tons for the preceding year.

Exports of hay for the year have been 71,511 tons, against 64,859 for the preceding year, as reported by O. P. Austin, chief of the Bureau of Statistics.

## Imports and Exports of Rice.

Imports of rice, rice meal, rice flour and broken rice for the year 1907 have been 203,559,845 lbs., against 209,152,583 lbs. for 1906.

Exports of rice, rice meal, rice flour and broken rice for 1907 have been 2,297,340 lbs. of domestic and 508,500 lbs. of foreign origin, against 3,423,710 lbs. of domestic and 1,534,913 lbs. of foreign origin for the preceding year, as reported by O. P. Austin, chief of the Bureau of Statistics.

Federal grain inspection will cost \$530,000 a year, according to estimates by B. T. Galloway, chief of the Bureau of Plant Industry. Before the committee on agriculture Mr. Galloway recently said "Grain standardization is not very favorably received by the grain trade as a rule. They are opposed to it simply because it gets down to indisputable facts in regard to the quality of the sample of grain. The man who grows the grain makes no kick about it. The man who buys does. The effect of the grading system in Baltimore and New Orleans on the export trade has been very good. The foreigners seem to like it. They can tell what they are buying."

## New 50,000 Bu. Elevator at Crescent City, Ill.

Illinois has many up-to-date country elevators and the number is increasing each season as the old style houses are worn out and replaced. Quite a number of the improved houses are to be found in Iroquois County.

One 50,000 bu. cribbed elevator recently added to the list is illustrated herewith. It was built for Harlan & Boughton at Crescent City by the Reliance Construction Co. The house has a heavy foundation of concrete all around the building and heavy iron boot tanks to keep water out of each of the elevator legs. Each leg is equipped with 6 x 11 inch buckets.

Two wagon dumps are placed in the drive-way and the house is equipped with three Constant Chain Feeders, a Constant Manlift, two Hall Distributing Spouts and a 15,000 bu. Richardson Automatic Scale. An eight inch well casing fitted with a flexible loading spout is placed at an angle of about 25 degrees so that the largest cars can be loaded to the roof without shoveling.

The wood power house, 20 feet from the elevator, contains an 18 H. P. gasoline engine. Power is transmitted to the elevator heads from main shaft by means of rope drives. Heavy sliding doors on ball bearing rollers make it easy for the operator to open and close the house.

The elevator has a roof of old style tin, the siding being of galvanized iron. 100 feet away and across the railroad track is the office of Harlan Bros., who operate the elevator.



Harlan & Boughton's New Elevator at Crescent City, Ill.

## Railroads Have No Power to Operate Public Warehouses.

The Supreme Court of Illinois on Feb. 20 affirmed the decree by Judge Honore of the circuit court of Cook County dismissing the application by the Chicago Board of Trade to enjoin the railroad companies and the elevator proprietors from discontinuing the operation of the railroad grain elevators as public warehouses of class "A."

The decision is a defeat for the Board of Trade, a release for the warehousemen from a business they desire to quit, and a definition for the railroads of what duties they owe to grain shippers at terminals.

On account of the strenuous competition by outside markets for every bushel of grain, it is alleged by the elevator proprietors that it is necessary for them to go out and buy and ship in grain to fill their houses, and thus earn the storage charges to meet the heavy expense of operation. After getting the grain into store the elevator men sought to retain the grain in their own houses by a pool. Just before the Interstate Commerce Act went into effect the elevator men deemed it wise to dissolve the pool; and a movement being on foot on the Board of Trade to proceed against them for violating the law by storing grain of their own in their public warehouses it was thought best to quit the business.

Alarmed at the prospect that there would be no public elevators to issue warehouse receipts which are the current coin of the speculative trade, the Board of Trade went into court to compel the elevator proprietors and the railroads to operate their houses in such manner that warehouse certificates on grain therein could pass from hand to hand in settlement of the tremendous daily volume of sales for future delivery.

Following the notification by the elevator proprietors that they would not apply to have their houses declared regular under the rules the Board of Trade soon found the room available for grain arriving cut down to a tithe of that formerly available, and was driven by necessity to the "elevator agreement" whereby concessions were made to the elevator men in return for which they consented to continue the operation of their houses as regular under the rules of the Board. This agreement expires July 1, 1908.

The position of the Board of Trade was ably argued before the Supreme Court by its attorney, Henry S. Robbins; but the court in its decision followed closely in parts the brief submitted by Geo. P. Merrick for defendants. From the decision of the court we take the following:

### Averments by Board of Trade.

The material averments of the information are \* \* \* that the firm of Bartlett, Frazier & Carrington, who were the stockholders of the Central Elevator Co., have announced that after July 1, 1907, "they would not comply with the rules of said board and make their receipts regular for delivery upon contracts upon said board of trade," and that neither of the said warehouses will remain or be conducted as a public warehouse. That there are now no other public grain warehouses, except one of the said elevators operated by appellee, the Central Elevator Co., in the city of Chicago upon the lines of said Illinois Central Railroad; that

If Shippers of Grain to Chicago over the lines of said railroad company were now to be deprived of having their grain unloaded into public warehouses and having it remain there until resold or reshipped, and having issued to them, while said grain is in store, warehouse receipts of the character to be current in Chicago, their right to market and sell their grain in Chicago will be much impaired.

### Opinion of the Supreme Court.

Whether the Railroad Company Has the Power under its charter, to maintain and operate the elevators in question as public warehouses of class "A," is the question over which the most serious contention exists in this case. \* \* \* Appellant's contention is that the power contended for is implied, because its exercise is necessary in order to enable the railroad company to accomplish its duties as a common carrier of grain.

Public Warehouses of Class "A" include all warehouses in which grain is stored in bulk and in which the grain of different owners is mixed together so that the identity of different lots cannot be accurately preserved. It will be observed that the information does not seek to compel the railroad to provide warehouse facilities for such grain as it transports to Chicago as a common carrier, but the prayer is in effect, that the company shall continue to operate the two elevators in question as public warehouses of class "A." It is insisted by appellants that the maintenance of such warehouses is incidental to and necessary in connection with the railroad's duty to the public as a common carrier of grain.

### The Illinois Statute.

It is the duty of every railroad corporation which shall receive any grain in bulk for transportation to any place within this state to transport the same and deliver it to the consignee, provided such delivery can be made over any lines of road which the carrier is permitted to use, and all railroads are required to permit connections to be made and maintained with their tracks to and from any and all public warehouses where grain is or may be stored. (Hurd's Stat. 1905, chap. 114, sec. 3.) It will thus be seen that there is nothing in the statute imposing the duty on a railroad company to furnish public warehouse facilities or to engage in the business of public warehousing and issue receipts to meet the wants or convenience of members of a trading exchange. It may be conceded that, as incidental to their duty to transport grain in bulk, railroad companies may, under some circumstances

Have the Power to Furnish Storage Room for Grain at Important Transfer Points Temporarily, to enable the owner to collect enough for a cargo where the grain is to be reshipped by water, and it is well known that many railroads maintain elevators for such purposes; but such storage contemplates a rotation so that no one shipper can monopolize all the storage room and hold the same indefinitely or until the market seems to justify him in selling his grain. \* \* \* If appellant's contention is sustained it would be possible for one buyer of grain to monopolize all the bins in these two elevators. \* \* \* As long as the owner is willing to pay storage charges

to a public warehouse we know of no law limiting the time of storage. The ability of the railroad company to serve the public would be dependent upon the will and pleasure of the owner of the grain in the elevators. While this might be a great convenience to persons engaged in trading on the Board of Trade we are unable to see how the public generally will be benefited or the railroad company will thereby be the better able to discharge its duties as a carrier.

Neither Producer nor Consumer Will be Benefited by having the grain lodged in a public warehouse at some intermediate point for an indefinite time, in order to allow speculators to use the receipts representing such grain as a trading commodity. That a railroad company has no power, either express or implied, to own and operate a public warehouse as an incident to public purposes as a public carrier, is in our opinion supported by sound reason and authority.

The court here quotes decisions in *First M. E. Church of Chicago v. Dixon*, 178 Ill. 260; *Thomas v. Railroad Co.*, 101 U. S. 71; *Rockhold v. Canton Benevolent Society*, 129 Ill. 440; *People v. Pullman's Palace Car Co.*, 175 Ill. 125; *Chicago Gas Light Co. v. People's Gas Light Co.*, 121 Ill. 530; *Franklin National Bank v. Whitehead*, 149 Ind. 560; *Louisiana v. Southern Pacific Ry.*, 52 La. Ann. 1822, a case very similar to the one at bar; *Maryland v. B. & O. R. R.*, 48 Md. 49; *Atty. Gen. v. Great Northern Ry.*, 29 L. J. Ch. (N. S.) 794; and *N. Y., N. H. & H. R. R. v. Interstate Commerce Commission*, 200 U. S. 361. Justice Vickers continues:

While these two cases (in the matter of *Swigert*, 119 Ill. 83 and *Illinois Central R. Co. v. People*, 119 Ill. 137) deal with the question of exemption from local taxation, the holding that the elevator was liable to taxation is based on the ground that the power to operate the elevator could not be sustained as implied or incidental to the power to own and operate a commercial railroad. We regard these cases as authorities against appellants' contention in the case at bar.

### Members of Board are Not the Public.

Appellants contend that the railroad company having devoted these elevators for a long term of years to use as public warehouses, they have thereby become impressed with a public use, that is, with a right of the public to have that use continued. If this argument were limited to the duty of the railroad company to maintain their elevators for the use of shippers and buyers of grain who had for a



Brick Elevator, Concrete Tanks, Mill House and Feed House of Western Glucose Co., at Roby, Ind. [For description see facing page.]



long term of years enjoyed the right of temporary storage therein, and it was shown that such storage was in furtherance of the usual and ordinary business of transportation of grain, there would be more force in it. But the argument is not so limited. It goes to the full length of the right claimed by the prayer of the information. The fallacy in this contention consists in the failure to distinguish between the rights of the public and the rights of certain members of the Chicago Board of Trade. We have already pointed out that the public interest did not seem to demand the permanent storage of grain in regular public warehouses, and the issue of warehouse receipts in the manner and for the purposes provided by the rules of the Board of Trade.

If all public warehouses in Chicago of Class "A" should cease to be regular, that is, cease to comply with the rules of the Board of Trade, by force of which their receipts would not be receivable on contracts for grain sold for future delivery, we are not prepared to say that any public injury would result. True, it would no doubt affect the business of persons engaged in dealing in grain for future delivery. In no event can it be admitted that the railroad companies in the state owe any duty to the Chicago Board of Trade or the theory that the members of that corporation are the public, in the sense that property once devoted to a use which serves the purposes and the convenience of the members of that exchange is thereby impressed with a public use and cannot for that reason be withdrawn from such use.

After giving the questions involved in this litigation that careful consideration which their importance seems to demand, our conclusion is that the information is entirely barren of facts upon which a decree granting the relief sought, or any other relief, could be predicated. The decree dissolving the injunction and dismissing the information for want of equity will be affirmed.

Carter, J., specially concurring.

## A Reinforced Concrete Grain Storage Plant.

A brick elevator building with four reinforced concrete grain storage tanks has just been completed for the Western Glucose Company at Roby, Ind. The elevator, in connection with a large manufacturing plant covering 28 acres of ground will be used by the company to manufacture seven corn products that will require to start with 12,000 bus. of corn daily and when the plant is run to its full capacity it will take 25,000 bus. to keep it busy. The seven products which will be made from corn are: Glucose, Corn Syrups, Grape Sugar, Starch and feed, Corn Oil and Corn Oil Meal.

A view of a portion of the plant and the elevator proper is shown herewith. To the right of the elevator in the general view is shown the Table House where starch is tabled. Just over the conveyor gallery the top of the steep house is seen. This house is connected with the elevator with a 30 inch conveyor belting which runs in a closed bridge. It has 23 tanks with a combined storage or steeping capacity of 69,000 bus. of corn. On account of this storage a great deal of the corn received at the elevator will be conveyed direct to the steeps instead of storing in the grain tanks. To the left of the elevator is shown the Mill house where gluten is shaken out of the corns; adjacent to this is the Feed house where the feed is dried. The plant provides in its entirety for the use of every portion of the corn in some form or other. Not

a whiff of corn bran even will escape being utilized.

The rear view of the elevator proper shows three grain tanks made of reinforced concrete; the fourth tank is not shown. They have a combined capacity of 200,000 bus. Grain received in the unloading sink from the cars which will be unloaded with modern power shovels operated by electric power, may be turned into one or four receiving legs and elevated to the top of the building where it may either be conveyed by 30 inch belt conveyors to the steep tanks as before mentioned or into the grain tanks.

On every one of the four floors of the brick elevator are motors to drive the cleaning machinery and elevators of the plant. Power is transmitted by rope. In the engine room back of the elevator are two 1200 h.p. engines which furnish power for the dynamo which in turn drives the motors in the elevator and in other buildings of the plant, about ninety in number. There are no belts in the engine house both engines being directly connected to the dynamo.

The conveyor gallery above the tanks contains two belt conveyors which carry the grain from the four legs in the elevator to the tanks. Screw conveyors draw the grain from the tanks to the elevator boots.

On the second floor in the elevator the cleaning machinery is located which consists of modern machinery of all kinds needed to remove foreign matter from corn. Machinery was made by Huntley Mfg. Co.



Reinforced Concrete Grain Storage Tanks of Western Glucose Co., at Roby, Ind.

### A Freight Claims Commission.

BY W. C. C.

So much has been said and written regarding claims, the essential points, proper arrangement, etc., that, generally speaking, grain shippers have been very well educated in this branch of business activity. That the course of education has been very thoro and far reaching in its effects has been attested frequently of late. The really vital part of the whole study lies in the consideration of claims after being placed for consideration. It is at this point that the death blow is given to many claims.

The consideration of a claim is left entirely in the hands of the Railroad Company with which it is filed; in reality one of the contestants. It will readily be seen that the majority of claims are drawn to such a conclusion as to give rise to the accusation that favoritism is indulged at the claimant's expense. About two-thirds of all claims filed are for an amount smaller than the expense which would be incurred if claimant attempted to enforce payment through the courts.

Knowing to a certainty that no other action will be taken to contest their conclusions, the Railroads have been and are now striving to discourage to as great extent as possible, any attempt on the part of shippers to collect claims, and in addition are continually cutting down the claims by such contentions as "natural shrinkage," etc. One claim entered with the Railroad Company recently was returned to the claimant with the statement, "that the allowance for natural shrinkage was greater than the amount of the claim."

Glancing back a few years will convince one that conditions are constantly becoming worse instead of better as regards this matter, and if no opposition is put forth in the future there will be no need of filing claims because they will not be paid. Until the time arrives when every employe of a Railroad works for the interests of his employer, and knows that he will be justly rewarded for his foresight in preventing accidents and putting the best in him into his work, accidents causing damages to both

property and life will not show a decrease, but will increase at a rapid rate. The money now being squeezed out of the expense accounts by the financiers will have to be actively engaged in the conduct of the company.

To get a remedy for the present in the line of claims is what is bothering most. This particular phase of the transportation problem however small it may appear, as a connecting link must first be repaired before the chain will prove of service to the owner. As an initial move it might be suggested that the guilty parties be appealed to. This, if successful would be an easy way to solve the problem for the present, but in time the same conditions as exist now would work around again. Therefore, as a remedy which will serve to eliminate all further trouble, some system must be installed which will be eternal.

Would taking the consideration of claims out of the hands of the Railroads be feasible? Establish a Claims Commission. Under such a system claims would be judged solely on their merits, regardless of the complainant or defendant, and the long lapse of time required for settlement would be cut down. Naturally, a move such as this will meet unlimited resistance from those who now handle the claims, but the fairness of the scheme cannot be denied. Fees could be collected from the one against whom the commission decides, or from both parties. In the latter case, the ultimate result might be that more consideration and effort would be put forth in carrying and transporting various commodities by the roads.

### Grain Exchanges are a Necessity.

They are more essential in moving the crops than the National banks. Some confuse the regular legitimate exchanges with the bucketshops. Might as well class faro with National banks. Henry George says: "Speculation gathers the news of the world, assumes all risk and is the equalizing medium between supply and demand; its effect is to steady the interplay of production and consumption by an action analogous to that of a fly-wheel in the machine shop."—C. A. King & Co.

### Liverpool Corn Exchange.

The first Liverpool Corn Exchange was opened a hundred years ago. It was not a pretentious building, but was large enough to accommodate the trade of the eighteenth century Liverpool grain dealers. Forty-six years after the first building was completed adjacent territory was purchased and additions made to the Exchange. This was repeated in 1878 and 1883, until the building shown in the accompanying engraving was completed occupying 2,430 square yards.

It was quite difficult to secure a good photograph of the present Exchange on account of the buildings which surround it. The one shown herewith gives a better view of the small end of the building than of the longer side. The building is a rather plain affair without modern improvements.

Plans have been executed for a new Exchange building at Pier head adjoining the new Dock Offices. It will be much larger, more artistic from an architectural standpoint, and well worthy of the great market.

### Philippine Imports and Exports.

Imports of breadstuffs into the Philippine Islands for the nine months prior to Sept. 1 have been 94,100 bus. of oats and 182,880 bbls. of wheat flour, against 90,930 bus. of oats and 152,290 bbls. of wheat flour for the corresponding months of 1907, as reported by the War Department.

Imports of hay for the nine months prior to Sept. 1 have been 1,342 tons, against 1,767 tons for the corresponding months of 1907.

The imports of rice for the nine months prior to Sept. 1 have been 175,519,000 lbs., against 198,509,600 lbs. for the corresponding months of 1907.

Imports of beans for the nine months prior to Sept. 1 have been 29,540 bus., against 26,660 bus. for the corresponding months of 1907, as reported by the War Department.

Corn bears need farmers marketings to pound down values.



The Corn Exchange at Liverpool, Eng. Home of the Corn Trade Ass'n.



## Kansas City Board of Trade.

In spite of 100 lbs. dockage on each car lot of grain shipped into Kansas City, Mo., which is extracted by elevator operators, causing dire wrath at every meeting of the Kansas Grain Dealers Ass'n; in spite of the severe competition (?) of the "Kansas Board of Trade" just across the limpid Kaw; in spite of panics the Kansas City Board of Trade continues to prosper as the accompanying illustration shows.

As if further evidence that they are still doing business the following report of Sec'y E. D. Bigelow, recently submitted to the President and Directors in lieu of his annual statistical report which is not yet out, is conclusive:

The records of this office show that we received in the year 1907, 36,617,700 bus. of wheat, 16,024,800 bus. of corn, 8,629,500 bus. of oats, 161,700 bus. of rye, 404,800 bus. of barley, making a total of 61,838,500 bus.; 167,000 bus. of flax, 15,240 tons of bran, 202,200 tons of hay and 197,500 bbls. of flour.

The receipts of the five cereals, wheat, corn, oats, rye and barley, exceed by 1,355,000 bus. the receipts of the year 1906. This must be considered as exceedingly

gratifying when we take into consideration the fact that other markets are now favored by rates from certain sections from which, heretofore, we have been able to draw large receipts.

## Iowa Dealers Opposed to McCumber Bill.

Sec'y Wells of the Iowa Grain Dealers Ass'n after canvassing the members of the organization has issued a circular stating that the prevailing sentiment among the members of this Association regarding the McCumber Bill now seems to be that the Secretary of Agriculture is given unreasonable authority and powers.

That the service will be no better than is provided by the systems now existing.

That the producer will be burdened with a tax for which there will be no value received.

That the rule of appeals will be cumbersome and impracticable.

That such a law would result in restraint of trade and commerce.

In March the government will report on farm reserves.

## Exports of Glucose, Corn Oil and Cake.

Exports of glucose during 1907 have been 148,472,020 lbs., against 174,114,567 lbs. for 1906.

Corn oil cake exports during the year have been 61,071,041 lbs., against 52,800,725 lbs. for the preceding year.

Corn oil exports during the year 1907 have been 3,576,478 gals., against 3,657,385 gals. for the preceding year, as reported by O. P. Austin, chief of the Bureau of Statistics

## Exports.

Buckwheat amounting to 111,702 bus. was exported from the United States during 1907, against 410,673 bus. for 1906.

Broom corn valued at \$274,156 was exported, against \$525,435 for the preceding year.

Malt amounting to 382,200 bus. was exported during 1907, against 633,504 bus. for the preceding year.

Linseed oil cake amounting to 1,959,101,183 lbs. was exported during the year 1907, against 1,929,901,354 lbs. for the preceding year, as reported by O. P. Austin, chief of the Bureau of Statistics.



Trading Floor of the Kansas City Board of Trade.

**80,000 Bu. Elevator at Minot, N. D.**

During the last year and a half more new elevators have been erected in North Dakota than in any other state, due to the opening of new railroads and of new lands. Many other stations will be opened during the coming seasons as the prices received for grain by farmers have been good, notwithstanding the quality has been poor.

Herewith we give the plans of the new 80,000-bu. cribbed elevator recently completed at Minot, N. D., for the Russell-Miller Milling Co. by the Haglin-

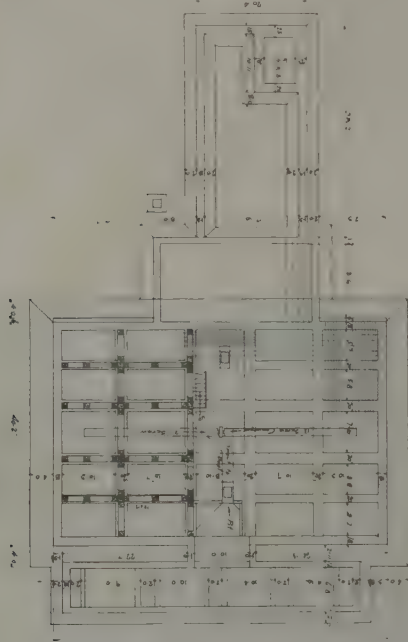
Stahr Co. In order to keep the Mouse River, which ordinarily flows placidly beside the plant, from getting into the boots and cellar, the basement walls and floor are built of reinforced concrete, made water tight. In fact, the floor of basement is a slab one foot thick.

The outside walls of the superstructure are built of 2x6-in. cribbing. The 6 bins on either side of the house are flat bottomed and extend clear to the floor, while the two above the working floor are hopper bottomed. Each bin contains an iron ladder.

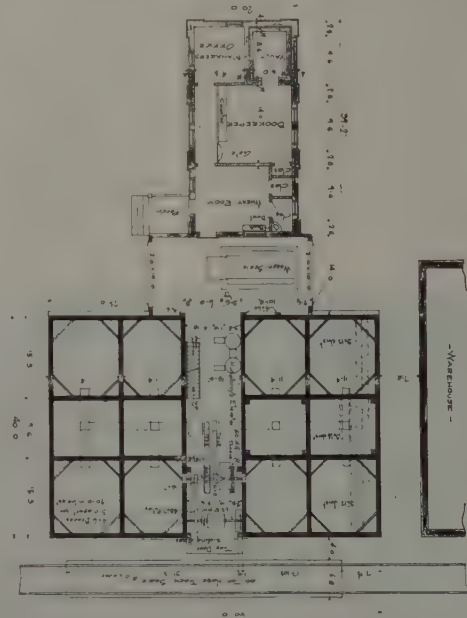
In the cupola is a P. & R. receiving

separator, a Cyclone Dust Collector, a Richardson Automatic Scale, the heads of the two elevators and a 12-inch screw conveyor for conveying grain to bins or the mill adjacent. The legs are driven by rope drives, power being furnished by a 25 H. P. electric motor on the first floor. A passenger elevator as well as a stairway afford easy access to the upper floors. The two elevator legs are equipped with 7x14 inch cups attached to a five-ply rubber belt.

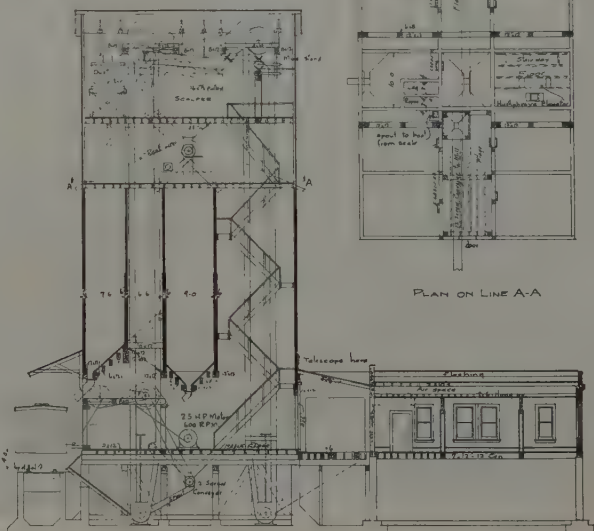
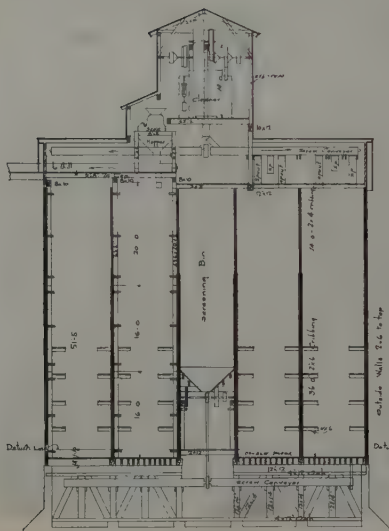
In the basement is a 12-inch screw conveyor, supported by posts from foundation, which receives grain from any of



Ground Floor, Office and Bin Plan.



Foundation Plan.



PLAN ON LINE A-A

Longitudinal Section.—Plans of 80,000-bu. Elevator at Minot, N. D.—Cross Section.



the flat bottomed bins. One of the legs receives grain from the car pit at one side of the house, while the other receives grain from the wagon pit underneath the wagon dump on the other side of the house. The wagon dump scale is installed in the driveway between the elevator and the brick office adjoining.

The loading spout of this elevator is constructed of wood and lined with steel. The elevator proper is covered with No. 24 corrugated galvanized steel. The grain received by rail is weighed on a 100-ton track scale and checked by the Richardson Automatic Scale as it passes to the mill.

The design and arrangement of the plant will surely prove of more than usual interest to dealers contemplating the erection of a new house.

## Grain Stored in Terminal Elevators Is Taxable.

The hard fought legal contest between the city of Superior and the terminal elevator operators was won by the city Jan. 8 when the Supreme Court of Wisconsin sustained the decision of Judge Vinje holding the grain in the houses to be taxable.

The defense of the elevator companies was that the grain was in transit, the subject of interstate commerce, and therefore exempt from taxation.

The board of review of the city of Superior placed on the assessment roll for taxation in 1906 a large quantity of grain belonging to the Globe Elevator Co., and stored in certain elevators operated by that company. All of the officers of the company reside outside of the state, it is a foreign company, and its secretary resides at Duluth. The company holds the grain in store, as it accumulates, until the opening of lake navigation.

The contention of the Globe Elevator Co. that the grain was in transit was briefly disposed of by the Supreme Court, Chief Justice Winslow stating that "When a person or corporation buys property outside of the state and stores it within the state awaiting sale, such property can not logically be held to be in transit during its stay in the state, even tho that stay be for a short time. When it reaches this state and is stored awaiting sale it is a commodity kept for sale, and not a commodity in transit."

It was contended by plaintiff that the tax should have been assessed in the town of Nebagamon, where resided the agent, Fricke, who had physical charge of the elevators. The Court ruled adversely, that "under St. 1898, § 1040, providing that all personalty shall be assessed in the assessment district where the owner resides, and, if the owner is a foreign corporation having an agent residing in the state in charge of the property, it shall be assessed in the district where the agent resides, otherwise in the district where the same is located, and merchants' goods, wares, commodities kept for sale, farm products, 'excepting grain in warehouse, shall be assessed in the district where located,' grain purchased outside of the state by a foreign corporation, and brought into the state and stored in elevators awaiting sale in another state, is subject to taxation in the district where the elevators are located, though an agent in charge of the property within the state resides elsewhere."—114 N. W. 441.

The Grain Dealers Journal is a very good journal, and we need it in our business.—Farmers Grain Co., Calumet, Okla.

## Henry C. Mowry Dead.

A soldier of the Civil War and a veteran of many campaigns in the interest of the Illinois grain dealers answered the final roll call when H. C. Mowry, of Forsyth, Ill., marched on to his final reward the night of Feb. 10.

Mr. Mowry has been a prominent figure in grain association circles of Illinois so long he will be sadly missed, and yet if it may be compassionately said he was a man who was ready to die. The early years of his life were devoted to the grain business and his work in the interest of the Illinois Grain Dealers' Ass'n, of which he was president and secretary, was a powerful leaven in making the Ass'n what it is today. For this reason he will long be remembered by those who have worked with him and by those who are enjoying the fruits of his labor. The last few years of his life, however, have been those of repose. He has been patiently drifting along attending to the light cares of business which have lapsed over from an active career, until his death.

At the close of the Rebellion, in which he earned the reputation of being a faithful soldier, he moved to Forsyth, Ill., where he had lived ever since. He secured an interest in the grain business of Dexter Clark and took charge of it, which he continued until Day, Sprague & Co. of Providence, R. I., bot out Mr.

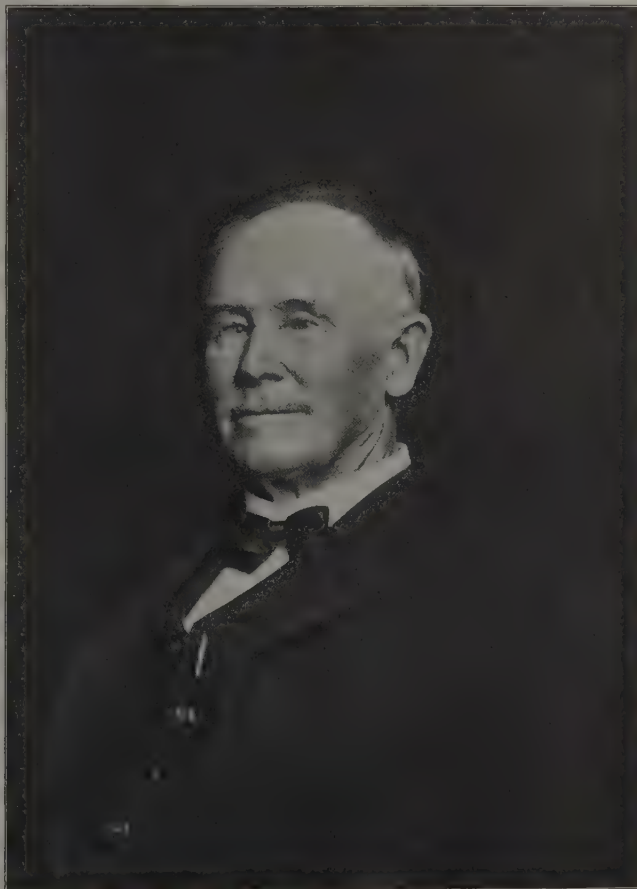
Clark. He retained his interest and became Western representative for the new firm.

After a number of changes in the personnel of the firm a few years later Mr. Mowry sold out and went into business for himself. Thru his Ass'n work and general business activity he became known to a large number of dealers and from the start his business was successful.

He was a charter member of the Illinois Grain Dealers' Ass'n when he died; a man esteemed by all who knew him. While his geniality and comradeship will be missed by his friends, a widow and son mourn for him.

## Exports of Breadstuffs.

Our exports of breadstuffs for the seven months prior to Feb. 1 have included 74,911,515 bus. of wheat, 33,525,365 bus. of corn, 895,610 bus. of oats, 1,193,966 bus. of rye, 3,380,429 bus. of barley and 8,765,305 bbls. of wheat flour, compared with 53,707,017 bus. of wheat, 36,564,889 bus. of corn, 3,186,858 bus. of oats, 229,105 bus. of rye, 6,520,003 bus. of barley and 8,708,687 bbls. of wheat flour for the corresponding 7 months of 1906-7. The total value of breadstuffs exported during the seven months was \$142,380,187; against \$102,247,925 for the corresponding seven months of 1906-7, as reported by O. P. Austin, chief of the Bureau of Statistics.



H. C. Mowry, Forsyth, Ill., Deceased.

# Patents Granted

Gas Engine. No. 878,578. Roy S. Thompson, Chicago, Ill.

Gas Engine. No. 879,726. Jos. S. Benson, Iowa City, Ia.

Gas Engine. No. 879,512. John Braunwalder, Chicago, Ill.

Gas Engine. No. 878,264. Chas. L. Edwards, Vernon, N. Y.

Gas Engine. No. 879,763. Carl R. Gergler, New York, N. Y.

Gas Engine. No. 878,936. Frederick P. Carrier, Edgerton, Wis.

Gas Engine Cooler. No. 879,230. Kirke R. Wilson, Arcade, N. Y.

Ignitor for Gas Engine. No. 878,935. Otto Carlborg, Providence, R. I.

Gasoline Engine Mechanism. No. 879,609. Paul W. Dillon, Sterling, Ill.

Rotary Gas Engine. No. 878,144. John D. Long, San Francisco, Cal.

Gas Engine. No. 878,647. Chas. I. Longenecker, Milwaukee, Wis.

Gas Engine Governor. No. 878,826. John V. Rice, Jr., Bordentown, N. J.

Vaporizer for Gas Engines. No. 878,932. Francis W. Brady, Englewood, N. J.

Starter for Gas Engines. No. 878,747. Hippolyt Saurer, Ayrton, Switzerland.

Carbureter<sup>®</sup> for Gasoline Engines. No. 878,411. Ogden Minton, Brooklyn, N. Y.

Ignitor for Gas Engines. No. 878,694. Maximillian G. Voightlander, Harrison, O.

Sparkling Device for Gas Engine. No. 878,412. Edward R. Moffitt, San Francisco, Cal.

Gas Engine. No. 879,937. Carl F. Pearson, Chicago, Ill., assignor to the Triumph Motor Car Co.

Carbureter. No. 878,706. Lars Anderson, New York, N. Y., assignor to Triplex Gas Engine Co., New York.

Gas Engine. No. 878,888. Wm. T. Maxwell, Pittsburg, Pa., assignor to Geo. W. Eberhardt, Pittsburg.

Fuel Feeding Mechanism for Internal Combustion Engines. No. 878,934. Francis W. Brady, Englewood, N. J.

Reversible Gas Engine. No. 878,925. Ellis J. Woolf, Minneapolis, Minn., assignor to the Woolf Valve Gear Co., Minneapolis.

Carbureter for Gasoline Engines. No. 878,824. Wm. H. Newbrough, Lansing, Mich., assignor to the New Way Motor Co., Lansing.

Gas Engine Casing. No. 878,466. Irving P. Miller and Lawrence M. Rakestraw, Toledo, O., assignors to W. M. Hogle and L. Y. Williams, Toledo.

Cooler for Gas Engines. No. 879,428. Geo. Wolke, Jacksonville, Ill., assignor of  $\frac{1}{4}$  to E. P. Kirby and  $\frac{1}{4}$  to Wm. K. McLaughlin, Jacksonville.

Grain Chute. No. 878,443. (See cut.) Aranza G. Young, New London, Conn. The gate slides in the chute and carries racks engaging gears within the chute. A lever is connected with one of the gears for operating the gate, the gears meshing one with the other.

Endless Conveyor Belt. No. 878,650. (See cut.) Isaac F. Manning, Ottawa, Ill. On an endless flexible base is a carrier surface or plating of narrow metal shoes secured transversely. The shoes carry sectional guards each extended at one edge to overlap the next adjacent guard.

Grain Car Door. No. 878,019. (See cut.) Matthew Reid, Somerset, Canada. The grain door slides vertically on tracks carried by the side members of the frame. From the top of the car is suspended a U-shaped track having a swinging movement. On this track are hangers carrying pulleys over which runs a chain having its two

ends fastened to the grain door, a hook on the central part of the chain engaging the door when raised.

Car Mover. No. 878,381. (See cut.) Viktor Gusztav, Vienna, Austria-Hungary. The head of an acting lever is pivotally connected with a base and is pivoted in the head of the fork to a hand lever. The thrust block is angle shaped and pivoted at its vertex to the acting lever.

Conveyor Belt Evener. No. 878,815. (See cut.) Ferdinand Martin, Woonsocket, R. I., assignor to Batten-Hayes Co., Lewiston, Me. The roll around which the belt travels has a bearing in a bracket supported by a fixed stud on a frame. The bracket carries adjusting screws engaging openings in the frame.

Grain Tank and Elevator. No. 878,488. (See cut.) John W. Tobin, Minneapolis, Minn. The tanks consist of separable sections bolted together. The roofs and floors also are bolted together. The intervening working house consists of a frame covered with pierced metal plates bolted together, angle irons connecting the covering plates.

Grain Car. No. 879,716. (see cut) Henry Alsop, Chicago, Ill. The door is composed of wood and is adapted to be raised and swung inwardly against the inner roof of the car, the door having a circular relief opening near its lower end. The relief opening is controlled by a rectangular metal gate fitting against the outer face of the door and operated by a bar lever.

Bag Holder. No. 879,177. (see cut) Albert R. Johnson, Kuler, Mich. The holder comprises a supporting frame, stems projecting from the front end thereof, a bag holding frame seating on the stems, a rod passing thru the bag holding frame behind the supporting frame and a hopper seating in the bag holding frame and having rearwardly presented arms pivotally connected to the rod.

Bag Holder. No. 878,336. (See cut.) Zadok R. Brown, Lodi, N. Y. The holder comprises a stand, a follower guided on the stand, a hopper fixed on the upper end of the follower, a foot lever fulcrumed on the stand, means for attaching the bag to the hopper, and a member disposed directly below the fulcrum of the lever to engage the latter when the follower is in raised position.

Discharge Spout for Elevator Head. No. 878,721. (See cut.) John H. Gilman, Ottawa, Ill., assignor to King & Hamilton Co., Ottawa. A pair of elbows are fitted to the valve casing, a valve deflecting the grain into one or the other of the elbows, to which the spouts are pivoted. The elbows rotate in the casing independently, flanges on the elbows turning in grooves in the bottom of the valve casing.

Grain Door. No. 878,050. (See cut.) Winfield S. Driskell, Gretna, Neb. The

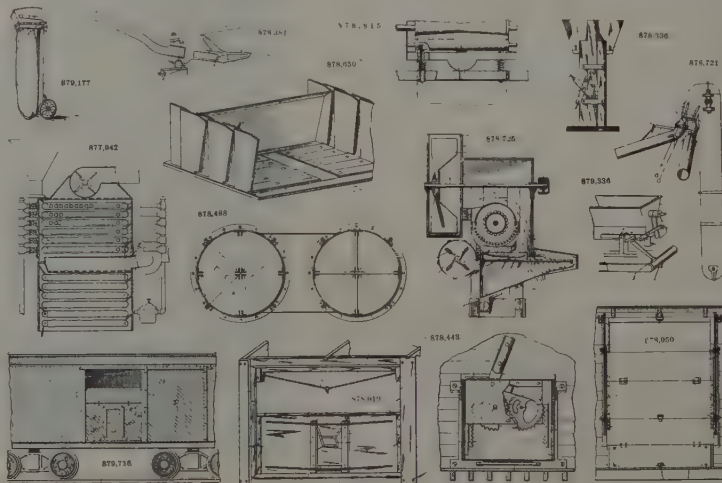
door is in two parts, vertically swingable and slidable, each part carrying pivot bars connected to guide rods by rings. On the ends of the pivot bars are hooks to engage stirrups secured adjacent to the roof for the support of the sides of the upper door part. Means carried on the upper door part support one side of the lower door part.

Automatic Weighing Scale. No. 879,336. (see cut) Wm. Steenken, Brooklyn, N. Y., assignor to E. & T. Fairbanks & Co., St. Johnsbury, Vt. Combined with a movable weighing lever are an adjustable arm thereon, a cut-off gate, a finger thereon and a pivoted abutment against which the finger rests in the open position of the gate, so that the movement of the lever as the scale is loaded causes the arm to move the abutment and permit the gate to close.

Cleaning Apparatus for Corn Shellers. No. 878,725. (See cut.) Frank Hall, Fairbury, Ill., assignor to King & Hamilton Co., Ottawa. A main screen extends beneath and beyond the concave; and a shorter auxiliary screen extends beneath the shelling concave and above the receiving side of the main screen. A blast fan forces air transversely of the shelling concave and thru the auxiliary screen. A suction fan draws air up thru the main screen beyond and past the edge of the auxiliary screen. The shelling concave is surrounding by a casing impermeable above except for the fan opening.

Grain Drier and Cooler. No. 877,942. (See cut.) Stephen J. McCarthy, Galveston, Tex. Combined with a casing are upper and lower hoods opening downward into the casing, heating coils between the hoods, a series of aprons interposed between the hoods and movable around the coils, a second series of aprons below the lower hood, and means to establish a current of air upward into the respective hoods to successively heat and cool the material carried by the aprons. All of the aprons are formed of an open mesh fabric and are endless, the adjoining aprons of each series being movable in opposite directions.

A trial is expected in April at Indianapolis of the case of the government against Seymour Carter of the Gardner Mill, Hastings, Minn., a car of whose flour was seized in transit on the charge of misbranding. The brand was "AXA" "Highest, patent, manufactured from the finest selected hard spring wheat." Representatives of the government had taken samples of the wheat going to the rolls and of the flour as packed, and allege that durum wheat was ground. The allegation that the flour was adulterated or impure has been withdrawn. Smart officials.





# Seeds

The Thompson Seed Co., of Albert Lea, Minn., has gone out of business.—C. L. Hill, sec'y.

Imports of clover seed at New York for the week ending Feb. 22 were 2,797 bags, against 4,700 bags a year ago.

The alfalfa seed crop was very short here last season and we can sell all we have at home.—Wesley Kouns, Salina, Kan.

A 20-page brochure giving valuable information on grasses, clovers and forage plants has been issued as a seed manual by the Kelly Co., Cleveland, O.

The Robinson Seed & Plant Co. has succeeded the Holloway Seed & Floral Co. at Dallas, Tex., and the capital stock of the company has been increased from \$25,000 to \$50,000.

The Vogts-Horenka Implement & Seed Co. has been incorporated at Sedalia, Mo. The capital stock is \$2,000 and the incorporators are C. I. Wilson, N. H. Vogts and F. H. Horenka.

The seed business opens well, notwithstanding the so-called hard times. Seeds are higher than ever before, but the farmer seems to have the money to pay them.—John A. Hitchcock of L. H. Hitchcock & Son, Nashville, Tenn.—W.

The seed bill has been killed by the Ohio legislature. Representative Wood has agreed to let the bill die in committee after having it explained that it is impossible always to guarantee seed to be either medium or mammoth clover.

What is perhaps the largest and most valuable carload of red clover seed ever shipped out of the country west of the Missouri River was recently consigned by the Vogeler Seed & Produce Co. of Salt Lake, Utah, to Des Moines, Ia. The car contained 50,000 lbs. valued at nearly \$8,750. The seed was grown on irrigated land in the inter-mountain country.

The Toledo market received during the week ending Feb. 22, 486 bags of clover seed and shipped 1,475 bags, against 640 bags received and 4,134 bags shipped during the corresponding week last year. So far this season receipts have been 25,050 bags, against 35,011 bags last season, and the shipments this season 14,932 bags, against 28,456 bags a year ago.

London Corn Circular: The new English red clover is coming out freely, mostly ugly samples. Russian and Hungarian reds are rapidly finding buyers; prices steadily rise, and fine qualities look like being completely absorbed. Chilians seem exhausted. American and Canadian will not reach the United Kingdom this year. Alsikes, Canadians and Germans are already showing signs of exhaustion—higher prices seem certain.

The scarcity of production due to weather conditions in the last few years has caused the advance in the price of clover seed. A few years ago we were shipping clover seed from southern Indiana, besides handling our local demand out of the crop here, but now, with the exception of a few minor shipments from river points, we are compelled to get our whole outlay of clover seed from other points. We are bringing more here than we sent out from here formerly.—Ohio Valley Seed Co., Evansville, Ind.

For the last few days the local post

offices have been fairly swamped with annual spring supply of government seeds. The letter carriers go out on every trip staggering under the heavy loads as a consequence of the packages of seeds. Hundreds of people are recipients of these packages that never had a garden and throw them in the fire as soon as received. It is said that most of the seeds will not even sprout after planted. For some time Congress has been discussing the advisability of discontinuing the circulation of the seed packages and the sooner this is done the better, as the practice is a needless expense to the government.—*Courier*, Lincoln, Ill.

Chicago received during the week ending Feb. 22 734,900 lbs. of timothy seed, 137,652 lbs. of clover seed, 97,630 lbs. of other grass seed and 27,000 bus. of flaxseed, compared with 1,015,350 lbs. of timothy seed, 233,585 lbs. of clover seed, 562,300 lbs. of other grass seed and 7,700 bus. of flaxseed for the corresponding week of 1907. The shipments for the week ending Feb. 22 were 420,307 lbs. of timothy seed, 244,685 lbs. of clover seed, 1,074,508 lbs. of other grass seed and no flaxseed, compared with 836,212 lbs. of timothy seed, 101,505 lbs. of clover seed, 1,284,415 lbs. of other grass seed and 2,700 bus. of flaxseed for the corresponding week of 1907.

Clover seed has been rather unsettled all week at Toledo. Market had a bad fainting spell early in the week. Stop orders came into play, and everybody seemed to be on the selling side, resulting in a bad break with only a few sales within a range of about 30c. Cash demand has fallen off sharply, the break no doubt causing many to hold off thinking perhaps they could buy cheaper. The bad weather has restricted the shipping demand. The previous weak demand was urgent and off grades sold very close to prime, but the last weakness caused the difference to widen. The fortunate ones let go when it was wanted badly, and those who waited found it difficult to sell.—J. F. Zahm & Co.

Peruvian alfalfa, a new long-season variety for the Southwest, is illustrated and described by Charles J. Brand, physiologist, in charge of clover and alfalfa investigations. The new variety is from Peru and is of great promise from a practical point of view, because it has a longer growing season, recovers more quickly after cutting, grows to a larger size and yields decidedly more than ordinary alfalfa. Peruvian alfalfa kept on growing during the entire winter in Arizona when alfalfa from Arizona, Provence, Turkey and northern Montana seed had all ceased to grow. The Peruvian plants are taller, the stems less branched and fewer stems arise from each crown. The plants are also large and if left too long uncut become very coarse and woody. The exact source of the seed obtained by the Dept. of Agri. is unknown, the donor being Adolfo Eastman y Cox of Chile. The Dept. has very little seed of this variety on hand at present, and none for general distribution. During the current season it is hoped that a small supply for propagating purposes will be secured from the experiments now under way. It is described in Bulletin No. 118, illustrated, 30 pages: Bureau of Plant Industry, U. S. Dept. of Agri., Washington, D. C.

Secy. Goetzmann of the Millers National Federation visited Washington recently to obtain more liberal regulations governing the milling of foreign grain in bond.

## Reminiscences of a Pioneer Grain Dealer.

S. R. Washer has been in the grain business at Atchison, Kan., for forty years and it's just about as interesting to sit down and listen to him tell of "ye olden times" as it is to read a stirring novel; in fact it is more interesting for you have the personality of the man to thrill you as well as his story.

Mr. Washer started in business in Kansas in 1868 with a small corn crib and six hand shellers. When loads of corn were hauled to him from the farms about Atchison, and there were not many loads in those days, it would all have to be put thru the hand sheller and sacked in gunny sacks. Then it was carried over to the brink of the Missouri which sweeps lazily along the eastern side of the city and placed on a steamboat; much better boats than we see on the river now, and shipped to St. Louis in the bags. As the freight at that time was so much per sack, you can rest assured the average sack was made to hold every ounce it would stand. To be sure it was crammed in well, a neck yoke being used to do the jamming; a substitute for our modern sacking machine.

If some farmer had considerable corn to sell then the shellers were loaded into wagons and taken to his farm where the work was done instead of at the corn crib. Then often the sheller was loaned to the farmer and he would do the work himself.

All the grain from this section went to St. Louis then and was sold by sample. On account of the river being very low a great deal of the time the grain was made ready for shipment only in the Spring when Spring rains were counted upon to make a good and safe channel.

Along in the '70s the Hannibal & St. Joe road was built from St. Louis to St. Joe and by ferrying the grain across the river and hauling it to the railroad a better outlet was made.

Mr. Washer built his first eltr. in 1875 which was at that time considered a whopper. It was old eltr. "A" and had a capacity for 50,000 bus. of grain. Now he has a modern terminal eltr. with a capacity for 125,000 bus. storage, with driers, cleaners, clippers, electricity, and all modern facilities. The present eltr. will handle 20 cars of grain in and out per day.

He gets the markets direct at his office now whereas in the early days he had to write to some of his friends in St. Louis every time he wanted to know what grain was worth.

Freight too was an item then. 50c a cwt. on corn to St. Louis, whereas the present rate is 8c. Mr. Washer remembers with a great deal of satisfaction the early days of his business life. He has no wish to return to such primitive methods, altho it is common for those grown old to wish for things and times gone by.

Current quotations for wheat, corn and oats reflect closely market conditions as they exist. Bull and bear news has been promptly discounted, and the markets remain as responsive as ever to any influences that the future may develop. Thus large profits are promised to speculators who can see a little farther ahead than their brethren.

# Grain Trade News

## ARKANSAS.

Pine Bluff, Ark.—Marsh & Riley have added to their warehouse a grain eltr. and chop mill. The eltr. consists of 4 bins with 2,500-bu. capacity each. The chop mill consists of a pair of double rolls, 9x30 inches with a capacity of 300 sacks per hour. Automatic scales are installed in the eltr. and it is run by a 25-h. p. electric motor.

## CALIFORNIA.

San Francisco, Cal.—Geo. W. McNear is defendant in a suit to recover \$5,688 demurrage on the steamer Indra. The libelants, W. Scott & Co., allege that the vessel was unjustly detained.

Shingle, Cal.—On account of the failure of seed to sprout farmers have suffered a loss of over \$5,000. It is said the seed was dead when sold by the Pioneer Mills Co., which is making good the loss. No reason is given for the loss of vitality of the seed oats while stored in the warehouse. S. H. Maginess, mgr. for the Sperry Flour Co., operating the Pioneer Mills, states that the failure of the seed oats to sprout was due to the poor season. Many growers got oats from the same lot of seed. No lot was in the warehouse more than two weeks, and there was no occasion to treat them with chemicals.

## CANADA.

Winnipeg, Man.—The Pacific Grain Co. has been granted a license.

Swift Current, Sask.—McEwan, Dougherty & West have started in the grain business.

Regina, Sask.—The Regina Roller Flour Mill owned by A. T. Hunter and C. F. Smith was burned recently. Loss, \$23,000; insurance, \$13,000.

Winnipeg, Man.—The Manitoba Linsed Oil Mills will erect a large mill and eltr. in the spring, to cost \$100,000. The mill will have a capacity of 1,000 bus. daily.

Winkler, Man.—The eltr. of the Ogilvie Flour Mills Co. was burned Feb. 10, at 10 o'clock a. m. The fire is supposed to have started from a hot box. It contained 10,000 bus. of grain which was burned. Loss, \$15,000.

Winnipeg, Man.—A bill has been introduced in the Manitoba legislature authorizing municipalities to borrow funds for the purchase of seed grain to assist needy settlers during 1908. It is said the northern part of the province will require considerable imported seed.

Winnipeg, Man.—On Feb. 1 farmers held 5,775,000 bus. wheat, 3,450,000 bus. oats, 330,000 bus. barley and 158,000 bus. flaxseed; and there was in store at country points 6,200,000 bus. wheat, 1,400,000 bus. oats, 120,000 bus. barley, and 220,000 bus. flaxseed. The total inspection of wheat to date is 37,200,000 bus.—Frank O. Fowler, sec'y Northwest Grain Dealers Ass'n.

Winnipeg, Man.—Among the amendments to the charter of the Grain Exchange as passed by the provincial legislature are the following: The member-

ship shall be unlimited; no membership shall be sold for more than \$2,500; the books shall be open to inspection by officials of the department of agriculture, and the commission shall not exceed 1c per bu. on wheat and flaxseed, ¼c on barley, and ½c on oats.

Winnipeg, Man.—The abandonment of this city as the headquarters of the Canadian grain trade is being considered by members of the Winnipeg Grain Exchange on account of hostile legislation by the province of Manitoba. A charter has been offered the grain men at Fort William, province of Ontario, where the large eltrs. are situated at the head of the lakes. The Exchange at the end of this week will discontinue receiving the American market quotations.

Regina, Sask.—Offices have been opened for the purchase and distribution of seed grain to growers as provided in the act of Parliament appropriating \$2,850,000. R. E. A. Leach is superintending the work. The grain will be purchased under the supervision of C. C. Castle, warehouse commissioner, and examined for purity by the grain inspection department. The cost of seed advanced to settlers is to be repaid by Mar. 31, 1909, with interest at 5 per cent. For Saskatchewan 1,000,000 bus. of oats, 200,000 bus. of barley and 100,000 bus. of wheat seed will be purchased; for Alberta 600,000 bus. of oats, 100,000 bus. of barley and 100,000 bus. of wheat.

## WINNIPEG LETTER.

Port Arthur, Ont.—King's eltr. has been busy the past few days in drying wheat from the burned flour mills at Kenora. There is now 30,000 bus. in the eltr. to be dried.

The inspected receipts of grain during the five months prior to Feb. 1 were 36,665,700 bus., against 34,628,000 bus. for the corresponding period of 1906-7, as reported by Chief Grain Inspector Horn.

Fort William, Ont.—The capacity of the eltrs. at Fort William is now 14,000,000 bus., and Eltr. D, which is at present under construction, when completed will be the largest single eltr. in the world, and will accommodate 7,000,000 bus.

Boards of Trade at the following points will assist in the erection of eltrs.: Maymont, Sask. (apply R. McLaren). Teulon, Man. (apply T. J. Hare). Redvers, Sask. (apply L. T. McLandriess). Red Deer, Alta. (apply Board of Trade), and at Crossfield, Alta.

The Northern Eltr. Co., which already owns over 200 eltrs. in western Canada, will begin this spring the erection of 50 eltrs. along the line of the Grand Trunk Pacific Ry., which is about completed to a point 500 miles west and northwest of the city. The eltrs. will be located between here and Saskatoon, Sask. The line passes through the most fertile district in western Canada.

T. S. Matheson, who has held the position of traveling superintendent for the Winnipeg Eltr. Co., has severed his connection. Mr. Matheson is going into business for himself. Already, at Caron, Midale, Stilson and Arrow River, on the C. P. R., are four eltrs.; the property of

Mr. Matheson. On the same line of railroad Mr. Matheson will build two more eltrs. of 25,000 bus. capacity each this spring. Mr. Matheson is the sole proprietor of this string of eltrs. He is one of the best known men in the grain trade in this city, Brandon, and the province at large.—C.

## CHICAGO.

Look for steady and rising prices on grain.—W. J. Doyle.

The directors of the Board of Trade offer \$2,225 for memberships.

John Mansfield, for over 40 years a grain inspector here, died Feb. 21.

James Rowan has gone with Rumsey & Co. in their cash grain department.

The White & Rumsey Grain Co. has changed its name to the Prairie State Grain & Eltr. Co.

Z. P. Brosseau has received a decoration by the government of France as a Chevalier of the Legion of Honor.

J. J. Townsend has brot suit against Judge Wells to recover \$3,000 alleged to be due on a wheat deal made in 1904.

The wrecking of the Iowa Eltr. is contemplated by the plans for widening the river adopted Feb. 17 at a meeting of the finance committee of the sanitary district. The eltr. was bot by the district last fall.

Subscriptions by members of the Board of Trade to the fund being raised for the destitute of the city aggregate about \$6,000. The Bohemian club of the Board has turned over its surplus of \$207 to the relief committee.

The Corn Products Mfg. Co. has closed the long pending negotiations for a lease of 1,200 ft. frontage on the drainage canal, where 110 acres of land has been bot for the erection of the largest glucose and starch factory in the world.

John Comstock pleaded guilty in the federal court Feb. 20 to the charge of using the mails to defraud and was fined \$300. Comstock traded in ups and downs and is said to have failed to return the profits of investments to customers.

H. D. Wetmore is recovering from the broken arm that he sustained by fall on a sidewalk 5 weeks ago. Some days he is able to visit his offices. Mr. Wetmore was just getting over the effects of a broken leg when the second accident befell him.

Stiff-necked government engineers have refused to expend the \$300,000 appropriated by Congress for the improvement of the Chicago River. The grain and lumber interests along the river are protesting against the delay in deepening the stream to 21 ft.

W. M. Hopkins has been appointed traffic mgr. for the Board of Trade as the successor of E. B. Boyd, who resigned. Mr. Hopkins was formerly G. F. A. of the M. & St. L. R. R., traffic mgr. of the Minneapolis Chamber of Commerce and more recently with the uniform classification committee of the western lines.

Application for membership in the Board of Trade has been made by Eugene Albert Rang, Frederick W. Parker, John F. Clark. Application for transfer of membership has been made by William L. Vance, Jr., W. P. Todd, Andrew I. Vick, Robert H. Morgan, Orson C. Wells, Henry Oscar Price, John Niesen, C. F. Hatley, Stephen K. Fox, Arthur J. Singer, Charles W. Lee. Members of the Board of Trade recently admitted are



Samuel C. Brown, Gideon L. Stout, Edward R. Griesback, Charles W. Dilworth, John L. Tracy, Henry F. Harvey.

Find country dealers are not doing much speculating. They're keeping pretty close to shore taking their loss and profits on what they buy. Grain moves so quickly now on account of the plentiful supply of cars that we are having a hard time to get drafts in by mail in order to take up the Bs/L before grain arrives.—A. R. Sawers.

Louis H. Schulenberg has dissolved partnership with G. A. Walker, has organized and incorporated the Louis H. Schulenberg & Co. and opened offices in the Counselman bldg. He will conduct a general commission and feed business. Mr. Schulenberg has had seven years experience in the feed business in Chicago and is well acquainted with the dealers in neighboring states.

W. H. Perrine has accepted an appointment by the state railroad and warehouse commission as a member of the appeals committee. Mr. Perrine has the reputation of being a good judge of grain and his appointment on the committee pleases the trade. The cases coming before the appeals committee are few and far between, and Mr. Perrine will continue to devote practically his entire time to his grain commission business.

Brosseau & Co. have taken over the receiving business and open trades of the Milmine-Bodman Grain Co., which retired Feb. 12. Luther W. Bodman, the only surviving member of the old firm, has been giving almost his entire time to a manufacturing company of which he is treas. Henry Stolz, who was with Mr. Bodman for 22 years, will go with Brosseau; and Fred Stockwell will embark in the brokerage business on his own account.

Think there are more oats in country eltrs. than generally supposed. Every advance in the market brings liberal offerings to arrive. Feel bearish on the coarse grains. As this crop started wrong end to making its top prices in October we are liable to see very low market in the spring months, if good outlook for the new crop. Our advices from Kansas and Oklahoma show good outlook for winter wheat, altho only natural to expect everyone to be out with lanterns looking for the green bug during March and April.—Fred D. Stevers.

Seed oats are very hard to secure in Illinois. The last two crops we have raised here have been light and they should not be used for seed. By sowing more bushels to the acre last year the farmers expected to get a full crop but were disappointed. Some Western and Utah oats from the irrigated districts have been shipped in and tested by the State Agri. School which says a very high percentage of them sprout and will grow all right. Northern oats have a great deal of wheat, speltz, and different kinds of seed in them. Country grain dealers should use their best effort to get the farmers to sow good seed for it is their only protection.—W. H. Perrine.

## COLORADO.

Fort Collins, Colo.—W. M. Brown, who has been in charge of the eltr. of the Moore-Jackson Grain Co. at Wellington for several months, has severed his connection with that company and removed to this place.

Loveland, Colo.—O. F. Mitchell, of Las Animas, has bot the half interest of Mr. Kempton in the grain firm of Kemp-

ton & Higgins. The firm will be known as Mitchell & Higgins. Mr. Higgins will operate the plant here, as Mr. Mitchell is engaged in the grain and feed business at Las Animas. Mr. Kempton retired on account of poor health.

Denver, Colo.—The Colorado Wholesale Grain Dealers Ass'n was reorganized at a meeting of 22 dealers from all parts of the state at this city Feb. 11. An endeavor will be made to have the state legislature remedy arbitrary rules of the railroads affecting the grain business, and take action with reference to state inspection and weighing of grain. The officers of the ass'n are: Pres., George E. Ady, Denver; first vice pres., T. F. Savage, Denver; second vice pres., A. E. Wright, Denver; sec'y, George S. Clayton, Denver; treas., Thomas Jamison, Trinidad. The visiting grain dealers were given a dinner at the Denver Traffic Club and were made a theater party.

## DISTRICT OF COLUMBIA.

Washington, D. C.—The Washington Grain Exchange recently elected the following officers for the ensuing year: P. T. Moran, pres.; John S. Cissel, vice pres.; E. M. Anderson, secy-treas. Directors: Walter Roberts, H. P. Pillsbury, Howard L. Wilkins, John S. Cissel and P. T. Moran.

## IDAHO.

Ashton, Ida.—The Ashton Milling & Eltr. Co., incorporated, capital stock \$25,000; incorporators, T. I. Hubbell, J. I. Hubbell, J. K. Mullen, H. E. Johnson and E. M. Ryan.

## ILLINOIS.

Middle Grove, Ill.—The grain office and engine room of J. B. Coyner & Son was burned Feb. 13.

Pontiac, Ill.—C. L. Aygarn, mgr. of the Rowe Grain Co., has left town.—Pontiac State Bank.

Maroa, Ill.—The eltr. of the Maroa Eltr. Co. was burned Feb. 19. Loss, \$33,000; insurance, \$24,000.

Gilman, Ill.—The Farmers Eltr. Co. at this place has increased its capital stock from \$10,000 to \$15,000.

Watska, Ill.—The C. & E. I. R. R. ran a seed and soil special train Feb. 24 to 28 thru this part of the state.

Conover Sta., Kilbourne P. O., Ill.—Rufus Blakely has bot the eltr. here, together with 40 acres of land.

Beason, Ill.—The purchaser of the Evans Eltr. is John H. Harman and not John T. Harman, as reported.

Panola, Ill.—Sheriff Slenker has traded his eltr., which was leased by the Baldwin Grain Co., of Bloomington, for land in Indiana.

Kankakee, Ill.—The Rumsey Grain Co. has contracted with The Seckner Co. to build an Ellis Drier with a capacity of 500 bus. per hour.

Donovan, Ill.—The Donovan Grain Co., which was recently incorporated by the farmers, has secured an option on the eltr. of L. T. Hutchins & Co.

Chebanse, Ill.—A company composed of Geo. W. Schrader, H. F. Nordmeyer, H. R. Kinson and Statesman Robinson have bot the eltr. of W. O. Brown.

Bloomington, Ill.—By order of court an auction sale of the eltrs. at Holder, Fullerton, Colfax, Fletcher and Secor will be held Mar. 3 at the office of I. Y. Christolm, trustee, for John E. Haw-

thorne, bankrupt. Possession of the eltrs. will be given at once, subject to lease to July 1.

East St. Louis, Ill.—The warehouse of the Pendleton-Corbett Hay & Grain Co., which was burned Jan. 16, will be rebuilt. It will have a capacity of 200 or 300 cars.

Decatur, Ill.—F. M. Pratt, formerly in the grain business here, is now pres. of the Texas Stock Food Co., Houston, Tex. Chas. F. Pratt is sec'y and treas. of the Co.

Symerton, Ill.—A. N. Hilton was sent to the hospital for treatment recently, and Mr. Erhardt, pastor of the Baptist church in Wilton took his place at the eltr.

Madison, Ill.—The bank at this place has failed with \$650 of the Burrell Engineering & Construction Co.'s money in it. The company built the Cloverleaf Eltr. here.

Fullerton, Ill.—The Fullerton Grain & Coal Co. has been organized by farmers. George Winslow, pres., and I. C. Lafferty, sec'y. The company will buy or build an eltr.

Osman, Ill.—The directors of the Howard Grain Eltr. & Mercantile Co. at this place and Lotus, elected Mr. Clark Blacker as mgr. at Lotus and Lucius Lane as mgr. at Osman.

Cairo, Ill.—Capt. N. B. Thistlewood, who formerly was a member of the grain firm of Thistlewood & Co., was elected Feb. 15 to fill a vacancy in Congress in the twenty-fifth Illinois district.

Washington, Ill.—The farmers at this place are agitating the matter of organizing a farmers eltr. company, to handle grain live stock and coal. Chas. Thomas and Aug. Heitman are interested.

Little Indian, Ill.—The Little Indian Farmers Grain Co., incorporated; incorporators, George H. Charles, Fred Virgin, and J. H. Petefish. The company will erect an eltr. on the C. P. & St. L.

Strawn, Ill.—M. J. Stottler, buyer for the Rogers Grain Co., has gone to San Antonio, Tex., where his wife has been for several weeks, critically ill. He expects to remain for several months.

Barry, Ill.—The Barry Milling Co.'s old eltr. was burned Feb. 14, at 11 o'clock p. m. The eltr. contained 10,000 bus. of wheat; insurance on grain, \$4,000; on building, \$2,000. The new eltr. was unharmed.

Chesterville, Lincoln P. O., Ill.—Spellman & Spitley are having a 40,000 bu. eltr. of modern cribbed construction built at this point by the Burrell Engineering & Construction Co. to replace their burnt eltr.

Akron Sta., Edelstein P. O., Ill.—George McKee, agent for the Northwestern Eltr. & Grain Co., has moved to West Hallock Sta., Edelstein P. O. He will continue to run the grain business at this place.

Georgetown, Ill.—A. C. Reid, aged 36, who was in my employ for a number of years, was caught in a line shaft and killed. He leaves a wife and boy. He had many friends, was a good man and liked by all.—C. B. Spang.

Danforth, Ill.—A dividend of 1/2 of 1 per cent has been paid to creditors of E. R. Eilts, who ran away. This is the second and last dividend, the first having been 25 per cent, paid by Receiver Geo. Booth after the eltr. was sold.

Alton, Ill.—The storage capacity for wheat at the mill of the Sparks Milling Co. is to be increased by about 75,000 bus.

The company will erect a concrete eltr. outside the mill, and another bin of concrete and wood will be built inside of the mill.

Green Valley, Ill.—The Barker Eltr. Co. voted to increase its capital stock to \$8,000 and to change its name to Farmers Grain & Coal Co. On Feb. 3 the company bot the McDonald Eltr. property on the C. & A. road for \$5,800.—Barker Eltr. Co., Philo C. Allen, mgr.

Ottawa, Ill.—The Wallace Grain & Supply Co., incorporated, by farmers, capital stock \$15,000. The company will buy the eltr. of the Illinois Valley Grain Co. or build a new one. The capacity of the new eltr., if it builds, will be 50,000 bus. and work will be started early in the spring.

Kerrick, Ill.—Nic Graff, who succeeded me as mgr. of the Minier Grain Co., Minier, Ill., has been relieved by E. C. Imig, an uncle of mine, formerly cashier of the Minier State Bank. I in turn have taken charge of the Kerrick Grain Co., having succeeded Joseph Raycraft.—Arthur P. Schantz.

Kirkville, Ill.—My plant was totally destroyed by fire on the morning of Feb. 8 about 4 a. m. Loss on grain \$6,000; insured. Loss on building \$6,500, insurance \$3,900. I will rebuild at once with 15,000 to 20,000 bus. capacity; will equip with heavy machinery and automatic scales.—R. C. Parks.

Merna, Ill.—James T. Carmody, who has had his eltr. leased to the Rogers Grain Co. and has been employed as agent for the company for the past 11 years, has resigned to take effect at the expiration of the lease of his building on Mar. 1. He will embark in the grain business for himself at that time.

Ogden, Ill.—A mistake of the railroad agent in quoting the freight rate to Baltimore led J. H. Snowden, a scooper at this place, to pay above the market for corn. Snowden cut a wide swath in the local market until he learned that his shipments would not sell by several cents per bushel as high as he calculated, when he suddenly left town. The farmers whose corn was sold but not delivered are wondering if Snowden will come back to fulfill his contracts.

Alta, Ill.—W. L. Williams, grain dealer at this place, was defendant in a suit brot by Harry Laudenberger to recover on a shipment of corn. The corn was shipped to Peoria and sold, Mr. Williams allowing Laudenberger \$167, while the latter claimed \$200, alleging the corn failed to grade high enough because Mr. Williams mixed other corn in the shipment. In court Mr. Williams tendered \$167; and after the trial the verdict of the jury was for the same sum.

## INDIANA

New Palestine, Ind.—J. Waltz & Co. have completed remodeling their eltr. and installing new machinery.

King, Ind.—The eltr. of the R. P. Moore Milling Co. which was burned Jan. 23, will be rebuilt at once.

Indianapolis, Ind.—Did you get a comic valentine from Bert Boyd? He admits the photograf does not do him justice.

Indianapolis, Ind.—The hour of the daily call has been changed to 1 o'clock, on the Board of Trade, except on Saturday, 12 o'clock.

Greenfield, Ind.—Benton L. Barrett has bot  $\frac{1}{4}$  interest in the eltr. of Thomas

& New and will be actively engaged in the business.

North Manchester, Ind.—The \$5,500 insurance on the burned eltr. and grain of Mort Bros. & Co. has been adjusted at \$5,175.12.

Lochiel Sta., Fowler P. O., Ind.—The farmers are interested in the organization of an eltr. company, and will try to buy the eltr. of T. G. Barnard.

King, Ind.—The Moore Milling Co. will erect an eltr. on the site of the milling plant which was burned Jan. 23. Work on the new eltr. will be started at once.

Seymour, Ind.—The new eltr. of the Blish Milling Co., which is increasing its capacity about 65,000 bus., is about completed. Other improvements will be made by the company.

Indianapolis, Ind.—Geo. B. Shaw of Shaw & Hammond, Baltimore, explains how John R. Gray & Co., defaulted on their sales of oats in "Letters from Dealers" this number.

Glenwood, Ind.—The grain firm at this place is Murphy & Jinks, instead of Murphy & Ryburn, eltr. on C. H. & D. Ryburn is doing a scoop-shovel business now.—Murphy & Jinks.

Greensburg, Ind.—The Garland Mlg. Co. is having a 25,000 bu. storage addition built in connection with its eltr. The addition is being erected by the Burrell Engineering & Construction Co.

La Fayette, Ind.—I have bot the eltr. formerly operated by the late James Thompson, and will continue the business there.—J. T. Higgins, of the Higgins Grain Co., Barnard, Ind.

## IOWA.

Paton, Ia.—The Farmers Eltr. Co., incorporated, capital stock \$7,500.

Garden Grove, Ia.—Grant Dorsey has bot the eltr. of the Garden Grove Eltr. Co.

Cedar Rapids, Ia.—A branch of a Kansas City bucket-shop has been opened here.

Fort Dodge, Ia.—The Great Western Cereal Co. contemplates the erection of an additional building adjoining its plant.

Stanhope, Ia.—Geo. Nelson, manager of the Farmers Eltr. & Live Stock Co., has resigned and will devote his time to his farm.

Holstein, Ia.—I am manager of the eltr. here of the Trans-Mississippi Grain Co. I was formerly at Humphrey, Neb.—Louis W. Maur.

Irving, Ia.—Vern Stone, assistant in the eltr. of the Northern Grain Co., at Traer, has been transferred by the company to this place as mgr.

Goldfield, Ia.—John Logan, who has charge of the eltr. of the Northern Grain Co., at this place and Thrall, will remove his family from Traer to this place.

Washta, Ia.—Oats are practically all shipped. We will have no corn to ship this year. The past season we shipped 25,000 bus. barley.—Kennedy & McGonagle.

Nevada, Ia.—The eltr. of Dunkelbarger & King was scorched recently. The flames were caused by a spark from an engine. A few dollars will cover the loss.

Davenport, Ia.—William French, who was formerly in the grain business here, as French & Hayward, and who conducted

the business for 14 or 15 years, died in California recently.

New Sharon, Ia.—Wm. K. Neill is erecting a 24x40 ft. addition to his eltr. to be on cement foundation. The new part will be cribbed and equipped with a new style chain drag.

Van Horne, Ia.—A co-operative grain eltr. company has been incorporated, capital stock \$20,000. C. F. Van Deusen, pres.; John Thompson, vice pres., and Chas. Hartung, sec'y and treas.

Chapin, Ia.—A farmers eltr. company was organized recently. The officers are George Willhoft, pres.; E. Y. Croin, vice pres.; L. L. Deam, treas., and S. O. Crom, sec'y. The company will erect an eltr.

Dixon, Ia.—Fred Wulf has brot suit against John Damman & Co. to collect \$357 which he claims is due him. He sold defendant a quantity of grain and alleges that he refused to accept a portion of it.

Cedar Falls, Ia.—W. L. Illingsworth, head of the Waterloo-Cedar Falls Mill Co., and director of the Mill Owners Mutual Fire Insurance Co., died at Waterloo as a result of an operation for appendicitis recently.

Gruver, Ia.—Charles McGuire, formerly manager of the J. P. Coffey Grain & Milling Co.'s eltr., died at his home in Armstrong, after a lingering illness of four months. He is survived by his wife and little daughter.

Salem, Ia.—Fenn Bros. are defendants in a suit brot by T. A. Grier & Co. of Peoria, Ill., to recover \$225 damages for breach of contract in failing to deliver a car of oats alleged to have been sold last July at 33  $\frac{1}{3}$ ¢ per bu.

Shenandoah, Ia.—The stockholders in the new Farmers Eltr. Co. held a meeting recently, to choose plans for the erection of an eltr. to be erected on the Wabash right-of-way. The eltr. is to have a large capacity and to be erected at once.

Doon, Ia.—The eltr. of the Plymouth Eltr. Co., which was burned recently, will be rebuilt as soon as the weather will permit. Mr. Hays will succeed Wm. Luken as manager of the eltr. of the Farmers Eltr. Co. The Atlas Eltr. Co. has had an eltr. of 25,000 bus. capacity built here by T. E. Ibberson.

Fort Dodge, Ia.—The farmers co-operative eltr. companies of Iowa at their recent annual convention here elected the following officers: J. H. Brown, Rockwell City, pres.; B. Hallaway, Kingsley, first vice pres.; J. H. Hagen, Barnum, second vice pres.; C. G. Messerole, Gowrie, sec'y; Peter Gorman, Dougherty, treas.; directors, F. Varringer, Ruthven; Henry Stouehnton, Dayton; W. S. Foley, Malvin; William Mitcandless, Sloan; J. J. Gaff, Wightman; Thomas McManus, Dougherty; J. F. Wyley, Gilman.

## KANSAS.

Dodge City, Kan.—C. E. Wyatt has been chosen mgr. of the eltr. of the Farmers Eltr. & Supply Co.

Hays, Kan.—The Hays Grain & Supply Co. will be incorporated and take over the Farmers Eltr. which was recently erected at a cost of \$4,000.

For refusing to arbitrate Tudor & Co. of St. John and C. W. Dorman Grain Co., of Winfield, have been suspended from the Kansas Grain Dealers Ass'n.

Armourdale Sta., Kansas City P. O., Kan.—Fire in the building of G. L.



Coates, wholesale grain and feed dealer, recently caused a loss of \$3,500; partly insured.

Wichita, Kan.—J. W. Craig, of Iuka township, has bot a half interest in the eltr. of the Independent Grain & Commission Co. and will move to this city about Apr. 1.

Salina, Kan.—We have no eltr. at this place. We own half interest in the Longford Eltr. Co. at Lawrenceburg, the Gypsum Valley Grain Co. at Gypsum City, and the Pribble Grain Co. at Verdi.—Salina Produce Co.

Corning, Kan.—L. Cortleyou will erect an eltr. 30x30 ft. with 30 ft. studding. It will have 3 dump sinks, 2 eltr. legs, a 500-bu. hopper scale, car loader and the latest machinery. It will have a capacity of 10,000 bus.

Leavenworth, Kan.—R. E. Morris, who as referee heard the evidence in the suit by the Kelly-Lisle Milling Co. against the L. Schreiber Grain Co., of Otis, Kan., died before making a report to the court, and a new hearing will be necessary.

Topeka, Kan.—The state board of railroad commissioners has ordered the railroad companies to put into effect the schedule of maximum freight rates. The reduction is 20 per cent. The roads have 30 days in which to contest or obey the order.

Gardner, Kan.—D. W. Mowrey, bookkeeper for J. B. Ward for the last 17 years at this place, has bot the eltr. of W. H. Fluke, and will operate it in connection with the J. B. Ward eltr., after the first of Mar. The firm name will be Ward & Mowrey.

Falun, Kan.—The Western Star Mill Co., of Salina, Kan., has bot the Nelson eltr. at this place, possession given at once. V. G. Miller, the former owner, will retire from the grain business, but will continue to conduct his general store here. The new managers will make a number of improvements. The capacity of the plant will be increased and a large warehouse will be erected, which will enable the company to handle flour and feed.

C. C. Nichols, who has been organizing farmers' unions in Osborne county, is in jail for selling mortgaged property. All he did was to mortgage some wheat to a Barton county bank, sell the wheat and neglect to square himself at the bank. Nichols is a reformer, who collects as he goes. Every time he organizes a union of fifteen members he collects and pockets \$2 from each member and for the average man this is buying experience at bargain sale prices.—Concordia Blade.

Topeka, Kan.—In a recent letter to Sec'y Smiley, the sec'y of the State Tax Commission stated that the operators of grain eltrs. were subject to assessment according to provisions 7541 and 7542 of the general statutes of 1901, the grain business being properly classed as merchandising. The only correct way to arrive at the average amount of grain on hand during any month according to the commission is to take each day's receipts and multiply it by the number of days remaining in the month. For instance if a dealer bot 2,000 bus. on Mch. 10, he would multiply 2,000 by 20 days. If he bot 2,000 more on Mch. 20 he would multiply that by 10 days, which would give an aggregate of 60,000 bus. If on the 25th he had shipped out 4,000 bus., then he would multiply that by the number of days that the 4,000 bus. were not on hand; to-wit, 5 days, which would

give 20,000 bus. Subtracting this from the 60,000 bus. would leave 40,000 and dividing this remainder by 30 days would give 1,333 bus. as the average on hand for March, and upon this number of bushels should he be assessed. The average amount of moneys, credits and debits are determined in the same way. Eltr. men should keep posted regarding the proper method for arriving at the correct assessment of their property and thereby avoid being assessed several times what they should be.

Rose, Kan.—William M. Patterson of this place has won his suit against the Missouri Pacific Railroad Co. to enforce the reciprocal demurrage law on 9 cars ordered for loading hay on Nov. 3, 1905. Failing to furnish the cars within three days from that date Mr. Patterson bot suit under the reciprocal demurrage law of 1905 to recover the statutory penalty of \$1 per day for each day the company failed to furnish the cars. Patterson claimed damages amounting to \$6,336. The decision of the lower court in favor of the railroad company has been reversed by the supreme court of Kansas, which says "The courts will take judicial notice of the route of a railroad which has been built and operated for a number of years from one station to another in Kansas and that for a greater portion of the distance between such stations such route is beyond the boundaries of this state and within another state and again returns into the state of Kansas." "A railroad company in conveying freight over such route between such stations is engaged in interstate commerce." "While the state has the power to make reasonable police regulations affecting the operation of railroads operating within the state and which are also engaged in interstate commerce, the regulations should be such only as tend to the efficient and orderly discharge of the duties of the railroads to their patrons within the state and to the safe guarding of persons and property therein, and as imposes no considerable burden upon the interstate commerce." "The provisions of chap. 345, Laws of 1905, which imposes a penalty for one dollar per day upon each car for delay in furnishing freight cars ordered and permits no excuse therefore except "strikes, unavoidable accidents and other public calamities is not invalid but is a reasonable police regulation and imposes no considerable burden upon interstate commerce."

## KENTUCKY.

Fulton, Ky.—Browder Bros. have bot the site of the T. J. Burton Milling Co.'s plant which was burned and will erect an up-to-date flouring mill and grain eltr. The mill will have a capacity of 200 bbls. of flour daily.

Louisville, Ky.—The following members of the Louisville Board of Trade have been appointed on its grain committee. Alfred Brandeis, chairman; Thomas G. Williams, A. C. Schiff, Frank N. Hartwell, Charles T. Ballard, H. H. Bingham, R. L. Callahan, J. P. Clemens, J. L. Cliff, F. C. Dickson, C. M. Bullitt and W. M. Atkinson.

Louisville, Ky.—The Kentucky Public Eltr. Co. has ordered a No. 8 Hess Pneumatic Drier and Cooler. The work of erecting will be pushed, and it is expected to have the drier in operation during March. It will dry 25,000 bus. of corn daily and, with the exception of the Hess Driers at New Orleans, will be the largest grain drier south of the Ohio River.

## LOUISIANA.

Eunice, La.—H. B. Hewes and Hon. J. C. Akers are interested in the erection of a rice mill.

Shreveport, La.—W. B. Farrar recently pleaded guilty to embezzlement of \$25,000 from Lev. Fowler, grain receiver of Kansas City, by whom he was employed for many years as bookkeeper.

New Orleans, La.—We are indebted to H. S. Herring, sec'y of the New Orleans Board of Trade, for a copy of the 25th annual report of the Board for 1907, containing reports of committees, a trade review of Sec'y Herring, statistics of the commerce of the port and a list of members of the board.

New Orleans, La.—On account of a disagreement arising between them, the J. Rosenbaum Grain Co. refused to allow their claim of \$42,000 against the Frisco to be arbitrated here, notwithstanding it is alleged, a written agreement was entered into to submit the matter to arbitration. The Rosenbaum concern asked permission to withdraw specified items in their claim against the Frisco and submit the claim as a whole as a result of the business of the year upon which it was based. This was refused, and Rosenbaum, through his representative refused to continue the arbitration. The claim is based on alleged damages to grain incurred three years ago while in transit. The matter will probably be taken up with the head of the traffic department or in the courts of law.—*The Daily Picayune, New Orleans.*

## MARYLAND.

Baltimore, Md.—J. A. Manger has been appointed a member of the corn committee of the Chamber of Commerce.

Baltimore, Md.—Members recently admitted to the Chamber of Commerce are William L. Hammond and Marion G. Densmore.

## MICHIGAN.

Detroit, Mich.—J. A. Heath, of the Emmitt Milling Co., has applied for membership in the Detroit Board of Trade.

Battle Creek, Mich.—Alvin C. Welch, who was at one time in the grain and coal business at this city and Chelsea, died recently at Pontiac, aged 64 years.

Midland, Mich.—The eltr. of the Beardon Bros. Mercantile Co. was burned Feb. 6. Loss, \$10,000; insurance \$6,000. They will rebuild the eltr. at once.

De Witt, Mich.—A wheat eltr. is to be erected here if the railway commission issues an order requiring the Pere Marquette R. R. to interchange freight cars with the electric railway.

Detroit, Mich.—We have formed a partnership as Botsford Bros. & Co., and will deal in beans, grain and hay, with offices in the Chamber of Commerce.—H. E. and Wm. R. Botsford.

Detroit, Mich.—At the annual meeting of the Michigan Bean Jobbers Ass'n held here Jan. 29 it was voted to hold the next meeting in September at Grand Rapids. The membership fee was increased to \$10, and the B/L proposed by the National Industrial Traffic League was endorsed.

## MINNESOTA.

Underwood, Minn.—The Underwood Grain Ass'n will erect an addition to its eltr.

St. Peter, Minn.—Stockholders of the Farmers Eltr. Co. have petitioned the district court of Le Sueur County to dis-

solve the corporation and appoint a receiver, as its officers wish to wind up its affairs.

Bigelow, Minn.—Oscar C. Fosberg, who bot the eltr. of McLaughlin, Ellis & Co., died recently.

Kandiyo, Minn.—George Peterson has taken charge of the eltr. of the Farmers Union Eltr. Co.

Red Lake Falls, Minn.—James Hance has again taken charge of the eltr. of the Red Lake Falls Milling Co.

Crookston, Minn.—E. W. Brouillet, of Red Lake Falls, has taken charge of the eltr. of the Crookston Milling Co.

Millers are discouraging the growing of velvet chaff wheat, as the flour produced from it is said to be lacking in strength.

Brooten, Minn.—The North Dakota Grain Co., of Fargo, has bot the eltr. of the Farmers Grain Ass'n and took possession Feb. 5.

Evan, Minn.—The Sleepyeye Milling Co. will open the old eltr. of R. H. Bingham. The eltr. is being repaired and put in shape for business.

Lonsdale, Minn.—The Farmers Eltr. Co. has been organized, Jos. Skluzacek, pres.; A. K. Johnson, treas.; Thos. Jirik, sec'y, and John Wilby, mgr.

Dalton, Minn.—The Dalton Co-operative Warehouse Ass'n will tear down the Farmers Eltr. and build a new one with a capacity of 25,000 bus. and will install new machinery; to begin work by Apr. 1.

Luna Sta., Warren P. O., Minn.—The eltr. of the Red Lake Falls Milling Co. was slightly damaged by fire recently. The fire started in the engine room, which was destroyed, but the main eltr. was saved by hard work of S. J. Swanson, the agent, and some of his neighbors.

Eltrs. have been built by T. E. Ibberson during 1907 at the following stations in Minnesota: Interstate Grain Co., Bellingham, 25,000 bus.; Anchor Grain Co., Bellingham, 25,000 bus.; J. Borgerding, New Munich, 25,000 bus.; J. Borgerding, Meyers Grove, no P. O., 30,000 bus.; and Barber Milling Co., Minneapolis, 30,000 bus.

Eltrs. were repaired by T. E. Ibberson during 1907 at the following Minnesota stations: for the Interstate Grain Co., Atwater, Gaylord, Holloway, Moose Island, Nassau, Raymond, Avon, Holland, Cottonwood, Bertha, Maynard, Benson, Freeport, Danvers and Brandon; for the Atlas Eltr. Co. at Canby and Nicollet; for G. W. Van Dusen & Co. at Doty Sta., Eyota P. O., Eyota, Minnesota, Ghent, Marshall, Canby, Amiret and Rochester; for the Van Dusen-Harrington Co. the Crescent Eltr., Minneapolis.

St. Paul, Minn.—On the subject of needed legislation the state railroad commission in its annual report says: "It was the intention in the legislation enacted at the session of 1907 that the so-called unit bushel, providing that all grain should be bought on the basis of the standard legal weight, should apply to both stored and purchased grain, but in the opinion of the attorney general the wording of the new only makes it apply to grain placed in store. We urge such amendment as may be necessary to make this apply to all grain handled within the state. We recommend the enactment of a law providing for a legal surrender receipt; also a law providing for the furnishing of a bond by all local warehouses to protect those having grain in the same. We recommend the enactment of a law

authorizing the holder of receipts, or anyone who may so desire, to ship grain thru a local warehouse, providing that such person may order the cars desired and require the same to be spotted at the warehouse."

St. Paul, Minn.—Chief Inspector F. W. Eva in his second annual report on the hay and straw inspection and weighing departments for the year ending Aug. 31, 1907, states that 7,441 cars were inspected and 5,588 weighed, the total receipts being \$6,784 and the disbursements \$5,307. The gain of \$1,477, added to the surplus of the preceding year, makes the balance \$3,860. The departments inspected 2,751 cars at St. Paul, 2,445 at Minneapolis and 2,245 at Duluth; and weighed 2,116 cars at St. Paul; 2,229 at Minneapolis and 1,243 at Duluth. The weighing service at Duluth was discontinued Apr. 4, 1907. Reinspection was called on 443 cars, and appeals were taken on 4 cars, on only one of which was the grade changed.

#### OUR MINNEAPOLIS LETTER.

Memberships in the Chamber of Commerce are selling at \$3.400.

James Pettit, pres., of the Peavey Grain Co., of Chicago, has applied for membership in the Chamber of Commerce.

For a second offense of sweeping wheat Ed Petonen recently was fined \$10. He swept grain out of a car in the yards at Northtown Junction.

Judge Waite on Feb. 18 declared the ordinance requiring hay to be weighed invalid, because it compelled the hauling of loads long distances to be weighed.

The Spencer-Kellogg Co. is defendant in a suit for \$15,000 damages brot by a carpenter, Jos. Kronzer, who was injured while at work on the company's linseed oil mill.

The directors of the Chamber of Commerce have approved the recommendation by the eltr. committee that all members operating terminal eltrs. unloading cars of grain or seed be required to give state weights on all cars.

In the suit by McCarthy Bros. Co. against O. C. Hanson, Thomas Tornquist and F. J. A. Larson, farmers of Fergus Falls, the supreme court of Minnesota has given plaintiff judgment for \$1,500 advanced to purchase grain.

At a recent meeting of the Minnesota Farmers Exchange it was voted to build 3 eltrs. in addition to the 5 now operated. The pres. of the Ass'n is O. G. Major, Hope, N. D. and the sec'y-mgr., J. H. Coates, Sauk Rapids, Minn.

McCarthy Bros. Co. has brot suit against P. T. Hester & Co., of Coal Harbor, N. D., to recover \$14,359 advanced to the McLean County Farmers Eltr. Co. on representations by Hester & Co. that it was doing a legitimate business.

The Albert Dickinson Co. will remove from the 9th to the ground floor of the Chamber of Commerce new building, where the partition walls have been taken down, as the company will occupy nearly the entire floor. The Twin City Trading Co., part of the Dickinson interests, will be on the ground floor. The old Dickinson quarters on the 6th floor will be added to those of the McCaull-Dinsmore Co.

#### MISSOURI.

Atlanta, Mo.—Bealmer & Son have let the contract to the Younglove Construction Co. for the erection of an eltr. and

it will be fully equipped with a 16-h.p. gasoline engine and a No. 1 sheller.

St. Louis, Mo.—Alfred Carr, father of Peyton T. Carr, of the United Eltr. & Grain Co., died recently.

St. Louis, Mo.—A complimentary dinner will be tendered Edward Devoy, the new pres. of the Merchants Exchange at the Jefferson hotel.

St. Louis, Mo.—Edward B. Immer has been appointed an assistant in the grain standardization laboratory of the U. S. government at this city in charge of W. P. Carroll.

Kansas City, Mo.—The upper house of the council on Feb. 17 passed an ordinance requiring the true weight of oats, bran and other stock feeds to be placed on the sacks.

Woodriddle, Mo.—The G. H. Dulle Mlg. Co. is having its eltr. remodeled. It is installing an automatic scale, recovering the eltr. with iron, and making other improvements. The Burrell Engineering & Construction Co. is doing the work.

St. Louis, Mo.—The directors of the Merchants Exchange recently endorsed the proposed amendment to the Interstate Commerce law giving the Commission power to suspend an advance in rates until shippers have been heard.

Cedar City, Mo.—The G. H. Dulle Mlg. Co. of Jefferson City is having a 15,000 bus. cribbed eltr. built at this point. The eltr. is a modern structure fitted with the latest machinery. A gasoline engine with a rope drive will be used for power. The Burrell Engineering & Construction Co. is doing the work.

St. Louis, Mo.—The directors of the Merchants Exchange have endorsed the McCumber bill for federal grain inspection, in resolutions, which have been sent to Missouri members of congress together with recommendations for the amendment of the bill, which are published elsewhere in this number.

St. Louis, Mo.—Thru the efforts of the Merchants Exchange the western lines have agreed to do away with the reconsignment charge, if ordered within 48 hours, to warehouses in St. Louis and East St. Louis. The charge of \$2 will be made if the reconsignment is beyond the switching limits of St. Louis or East St. Louis.

St. Louis, Mo.—To correct the erroneous impression that the bridge arbitrary had been abolished the Merchants Exchange has issued a public denial. T. B. Morton says the arbitrary charge not only continues on grain and hay, but the switching charges have increased in some instances from 100 to 300 per cent over those prevailing 10 years ago. This increase was made doubtless to offset the abolishment of the arbitrary charge, which has been done in many instances. The Terminal Co. has been no loser by the change in schedules.

#### MONTANA.

Mondak, Mont.—DeLaney Bros. have had an eltr. of 30,000 bus. capacity erected by T. E. Ibberson.

#### NEBRASKA.

Royal, Neb.—The Atlas Eltr. Co. has had its eltr. repaired by T. E. Ibberson.

Belden, Neb.—The Anchor Grain Co. has had its house here repaired by T. E. Ibberson.

Bracken Sta., Nemaha P. O., Neb.—David Evans has sold his half interest



in the eltr of C. E. Ord & Co. to William Goodman. The new firm name will be Ord & Goodman.

Wareham, Neb.—T. E. Ibberson has erected an eltr. here of 40,000 bus. capacity for the Atlas Eltr. Co.

Riverton, Neb.—We have sold our eltr. here to W. M. Moore, and intend to buy another eltr.—Chitwood & Chitrick.

Omaha, Neb.—C. H. Wright, assistant sec'y of the Omaha Eltr. Co., has applied for membership in the Omaha Grain Exchange.

Omaha, Neb.—The Corn Show Ass'n has taken offices in the Bee bldg. and is taking subscriptions to the \$10,000 promotion fund.

H. G. Miller, who was formerly secy. of the Nebraska Grain Dealers Ass'n, is now with the Thresher-Fuller Grain Co., of Kansas City, Mo.

Shickley, Neb.—Laur & Smith have leased the eltr. of the Updike Grain Co. and will handle grain in connection with their implement business.

Nehawka, Neb.—The Farmers Eltr. Co., recently incorporated, has bot the eltr. owned and operated by Henry M. Pollard for \$5,800 and has taken possession.

Lincoln, Neb.—It has been suggested that when the Commercial Club builds its proposed new home that quarters be provided for a Lincoln Grain Exchange.

Central City, Neb.—The T. B. Hord Grain Co.'s new office has been completed at this place. The building is heated by a hot water plant and the interior furnishings are all of oak.

Plattsmouth, Neb.—A farmers eltr. company was organized recently, with a capital stock of \$10,000. J. S. Roth, pres.; William Oct, vice pres.; Ray C. Pollard, sec'y, S. C. Shumaker, treas.

Omaha, Neb.—The directors of the Grain Exchange have been considering a rule requiring all members to have the Exchange weigh and inspect all grain going out of eltrs. at Omaha, South Omaha and Council Bluffs.

Fremont, Neb.—The Nye-Schneider-Fowler Grain Co., incorporated, capital stock \$500,000. Frank Fowler, pres.; Ray Nye, vice pres.; John R. Morris, sec'y; R. B. Schneider, treas., and George Johnson, assistant treas. The company recently completed a large eltr. in the Omaha yards.

Lincoln, Neb.—The Central Granaries Co. has appealed to the district court from the assessment as increased by the boards of equalization. The company alleges that after it had been regularly assessed the county assessor added to its schedule the following items: Wheat, 60,900 bus. in the eltr., in Lincoln \$24,540. Corn 24,100 bus. in eltr. in Lincoln \$7,230. Oats 34,000 bus. in eltr. in Lincoln \$8,205. Grain in cars 80,000 bus. \$8,000. The total value \$47,975; assessed value \$9,595. It is alleged by the grain company that all of this grain was in transit to points outside of the state and that it had previously been assessed at the eltrs. of the company in various parts of Nebraska. The eltr. in this city is alleged to be used exclusively for cleaning and drying purposes and not for storage.

## NEW ENGLAND.

Portland, Me.—The City Feed Co., incorporated, capital stock \$25,000. A. G. McPherson, pres.; J. R. Parsons, treas., and William M. Bradley, clerk.

Boston, Mass.—J. H. Cressey & Co.,

grain dealers, have assigned to Cyrus Haggood. Inability to realize on customers' notes is given as the cause. The liabilities are given as \$125,000 and the assets are said to be large.

## NEW JERSEY.

East Orange, N. J.—The Hennepin Mill Co., incorporated, capital stock \$100,000; incorporators, James S. Bell, John Washburn, William H. Dunwoody, Charles J. Martin and Fred G. Atkinson. The company will operate flour mills and grain eltrs.

## NEW YORK.

Poughkeepsie, N. Y.—The grain eltr. of Eaton & Kelley was burned Feb. 3.

New York, N. Y.—James Simpson of Simpson, Hendee & Co., has been chosen a member of the board of managers of the Produce Exchange.

White Plains, N. Y.—The old J. W. Love eltr. has been moved to a new site, where its new owners, R. Young Bros. & Co., are building an addition, twice as large, to it.

Albany, N. Y.—The assembly committee on codes is to consider the Cassidy-Wagner anti-bucket shop bill on Feb. 26. The committee, of which Assemblyman Murphy is chairman, is said to be in favor of anti-stock gambling legislation.

Buffalo, N. Y.—Grain thieves are busy here both on cars and boats. A policeman saw three men on the ice carrying a bag of wheat before daybreak one morning. Later 36 bags of grain were found piled on the ice beside the steamer F. M. Osborne of the Gilchrist Transportation Co. at the Frontier Eltr. From a manhole in the boat a ladder led down into the grain hold where the sacks had been filled, passed thru the manhole and dropped over the side of the boat upon the ice. Evidently the thieves intended to make a big haul, as 25 empty bags were found. In this case the loss falls on the owner of the boat who is bound to deliver out the weight of grain shown on the B-L. Grain is alleged to have been stolen from New York Central freight cars by Joe Bororis and Louis Bischoff, aged 15 and 16 years, and sold to Chas. Kuehlewind, who has been locked up on the charge of receiving stolen property.

## BUFFALO LETTER.

Some Montana oats continue to come in here, fine enough to make a horse laugh.

Oats from Alberta in the Canadian Northwest, weighing 46 pounds to the bushel, are being received.

Charles A. Bloomer, president of the Exchange Eltr. and a very estimable man, died Feb. 8, at the age of 89 years.

The new Globe Eltr. Co. has opened a retail store in connection with the works and will look for local as well as through grain and feed business.

The hold of the steamer Yosemite had five feet of water in it when the leak was found. Rough handling in unloading ore and coal is the cause of the leak.

Buckwheat, which is coming in from Canada to some extent, sells for about \$1.75 per 100 pounds. It is hard to sell red-dog wheat flour for buckwheat under the new law.

O. G. Spann, one of the leading barley dealers on 'Change, is planning to

take a trip to Nassau in the Bahamas at the end of the month. He spent some time there last winter.

The canal boatmen are looking for a good season again. No grain has been taken yet, but there will be enough moving to give them business. Quite a fleet of new boats is building this winter.

Still the complaints of low-grade corn. The grain inspectors fail to find that the cold weather has improved it. One day lately there were 141 cars inspected and not one came above No. 3 and a big percentage was no grade.

Some of the leading Buffalo feed dealers staid very persistently out of the late convention here that resulted in the organization of a national association, as they doubted the ability of any one to put the trade on a higher level as Pres. Morris expressed it.

Barley dealers are buying pretty sparingly now, as the malsters are pretty well stocked up and may not need very much more for this season. A moderate amount of barley is in dealers' hands. An average amount of malt will be turned out this winter.

The amount of stealing from cars of grain on track at East Buffalo and in that vicinity is very great and the complaint is made that when the thieves are brot into police court they are let off. A dealer now finds that he is out a matter of 1,000 pounds of corn and the same of oats from three cars on track.

The limit price of Duluth spring wheat is not going up as fast as it was. It used to be about 10 cents over Chicago May, c. i. f., and then it began to mount up till it was 13 cents over, the idea being that the millers here were short and would have to buy before the May fleet was here. Of late the price has dropped back to 12½ cents.

The Electric Eltr. Co. is making a specialty of durum wheat and has most of the stock here, which is well towards a million bushels. There is a good demand for it abroad, both Dutch and English millers using it. Our own millers are not pleased with the results of their experiments, especially since the price has gone up so close to winter wheat.

Something like half of the winter wheat and flaxseed cargoes have been taken out, which is a good showing as to the eastern demand for these cargoes sometimes mostly stay afloat till they are forced into eltr. by the time limit, April 15. The ice has stopped off the movement very much of late. There is still 2,500,000 bus. of wheat afloat here.

The eltr. owners are making the usual move to reorganize the pool, but with no progress yet, as is always the case till about April. It is stated that more than the usual prospect of getting the independent Kellogg houses in is in sight. These two houses have done a great part of the business during the several years they have been out of the pool. The railroad houses will of course stay out, but they will maintain rates and fall into line as far as the law will permit.—J. C.

## NORTH DAKOTA.

Souris, N. D.—I have succeeded E. Nelson & Co., A. Nelson retiring.—E. Nelson.

Anselm, N. D.—The Anselm Farmers Eltr. Co., recently incorporated, will erect an eltr. at once with a capacity of

\$25,000 bus. M. B. Greene, pres.; H. R. Krueger, vice pres.; Paul W. Froemke, sec'y, and E. P. Rhinehart, treas.

Leonard, N. D.—The Leonard Farmers Eltr. Co. will buy a site and erect an eltr. early in the spring.

Cando, N. D.—The large grain eltr. on the farm of Ben Lemke was burned Feb. 17, together with 3,500 bus. of flax and machinery.

Souris, N. D.—The Souris Eltr. Co., incorporated, capital stock \$50,000; incorporators, Robert Brander, Nels Magnuson, E. A. Brainard and others.

Osnabrock, N. D.—The Osnabrock Eltr. Co., incorporated, capital stock \$25,000; incorporators, Sever Berger and Peter Moe, of Milton, N. D., and Robert Griffith of this place

Leeds, N. D.—The Society of Equity held a meeting recently for the organization of a farmers eltr. company. The temporary officers are P. O. Fosen, pres., and A. E. Tufte, sec'y.

Eltrs. have been repaired during 1907 by T. E. Ibberson at the following stations in North Dakota: Interstate Grain Co., Kelso and Gardner; Atlas Eltr. Co., Oakes; G. W. Van Dusen & Co., Ludden; National Eltr. Co., Newark, no P. O.; Langford, no P. O.; and for the Winter & Ames Co. at Kempton and York.

Eltrs. have been erected by T. E. Ibberson at the following stations in North Dakota during 1907: Rothsay Eltr. Co., Nome, 25,000 bus.; National Eltr. Co., Aurelia, 30,000 bus.; Osnabrock, 50,000 bus.; Niobe Sta., Coteau P. O., 30,000 bus.; Stampede Sta., Lignite P. O., 30,000 bus.; Brocket, 50,000 bus.; Larson, 30,000 bus.; Hong Sta., York P. O., 30,000 bus.; Lakota, 30,000 bus.; Rugby Milling Co., Coteau, 30,000 bus.; Dunning Sta., Maxbass P. O., 30,000 bus.; Woburn Sta., Lignite P. O., 30,000 bus.; J. S. & Wm. Dalrymple, Dalrymple Siding, no P. O., 50,000 bus.; Winter & Ames Co., Niobe Sta., Coteau P. O., 30,000 bus.; and the Occident Milling Co., at Bowdon, N. D., a house of 40,000 bus. capacity.

The North Dakota law requiring certificates of weight and inspection to be posted, which was passed last year and which was recently upheld by the supreme court, is as follows: "An act requiring eltr. companies transacting business in this state to return certificate of inspection and weighmaster's certificate of weight to the local buyer. \* \* \* Every eltr. company, corporation, co-partnership or ass'n of individuals, operating any eltr., building or place in this state for the purchase, storage, or deposit of any grain or other farm commodity, shall return to the local buyer at the place where such grain or other farm commodity is purchased, stored or deposited, the official certificate of inspection, together with the weighmaster's certificate for any such grain or other farm commodity sold, whether said grain is sold in this state or in any foreign state where such grain is weighed and inspected. \* \* \* It shall be the duty of the local buyer or agent of the eltr. company or other association enumerated in section one of this act, to post in a conspicuous place in such eltr. building or place, the official weighmaster's certificate, and the official inspector's certificate, and have the same at all times so that the public may inspect the same. \* \* \* The eltr. company or other ass'n enumerated in section one of this act, shall forthwith

upon the sale of each car or part of car of grain or other farm commodity, return the certificates provided for in this act. \* \* \* Any eltr. company, corporation, co-partnership, or other ass'n of individuals, or any person who shall violate any of the provisions of this act, shall be guilty of a misdemeanor and all right to transact any business in this state shall be forfeited."

## OHIO.

Chagrin Falls, O.—E. F. Shepard has succeeded Shepard & Bartlett.

Dawn, O.—We have sold our eltr. to S. Debolt of Wakefield, O.—Bayman & Niswonger.

Troy, O.—Allen & Wheeler Co. will install an improved Hall Signaling Grain Distributor in their eltr.

Cable, O.—I have bot the eltr. here of Wes Hardman and will continue the business as usual.—O. M. Clark.

Mansfield, O.—The Mansfield Eltr. of the Goemann Grain Co. is pictured with an artistic brush on an 11x14 card mailed to its many friends.

Cincinnati, O.—Suit against H. J. Good and wife to foreclose and sell property to pay two notes for \$7,701 has been brot by the trustee of the Franklin Bank.

Toledo, O.—The Intercolonial Railroad has suggested to shippers here the possibilities of working up a trade with eastern Canada where no grain is produced.

Cincinnati, O.—August Ferger has severed his long connection with the Early & Daniel Co. to do a grain and hay business on his own account under the name of August Ferger & Co.

Sidney, O.—H. W. Johnston, of this place, who last year sold his eltrs. at Huntsville and Richland, writes that he contemplates again engaging in the grain business, his health having greatly improved.

Kirkwood, O.—T. B. Marshall & Co. have installed in their eltr. a 35 h. p. gasoline engine, new line shafts and pulleys, feed chains, and a new corn sheller with a capacity of 500 bus. of corn per hour.

Van Wert, O.—The Van Wert County Corn Breeders Ass'n has been organized with J. D. Lare, pres.; Hiram High, vice pres.; and W. H. Walters, sec'y-treas. The executive committee is composed of the officers, J. W. Jenkins and Charles T. Pierce.

Bryan, O.—Gustave M. Christman, member of the firm of Christman Bros., met death suddenly this week from a stroke of apoplexy. Since 1889 Mr. Christman in company with his brother Philip has owned and operated a large flouring mill and elevator in that city. Mr. Christman was 46 years old and leaves a wife and four children.—S.

Toledo, O.—The recent floods here have seriously hampered the grain business by putting several large eltrs. out of commission. The Wabash No. 5 with a capacity of 1,400,000 bus., the Lake Shore B with a capacity of 400,000 bus. and one or two other large eltrs, have not been able to turn a wheel for more than a week. Liberal orders are piled up at these places, but it is impossible to fill them under existing conditions. The crippled condition of some of the eltrs. is also responsible for a reduction in receipts the past week. A bullish feeling is growing among local grain men and the prediction is freely made that material

advances will be seen in a very short time.—S.

Stock brokers are anxious over a bill in the Ohio legislature to tax stock and future grain trades. The object of the bill is "to suppress gambling." It makes no distinction between the legitimate and illegitimate. Stock brokers are naturally worried. They want to storm the capital and immediately explain. Better take it easy. General public is in an agitated condition, with an ignorant prejudice against boards of trade. All are suffering from the action of unscrupulous manipulators of water stocks. Quiet campaign of education would do more than a brass-band display at present.—C. A. King & Co.

Columbus, O.—Carl Shuler has introduced a bill, No. 1068, in the Ohio house to suppress bucket-shops and gambling in stocks and commodities. Section 2 of the bill provides that the bare fact of a margin having been deposited is evidence of gambling. Posting of the fluctuating prices of grain in an office is declared evidence of violation of the law, and a tax is placed on firms doing a commission business in futures for speculation. The bill is crudely drawn, would disturb trade and have the effect of reducing the price paid to farmers of Ohio for their commodities. The author fails to distinguish between gambling and legitimate trade.

Cincinnati, O.—Ed Dennis, the present assistant grain inspector, was indorsed for the position of chief inspector recently by the members of the Chamber of Commerce who are engaged in the grain trade. The resignation of Homer Chisman as chief inspector was referred by the directors to the committee on weighing bureau and inspections, of which B. W. Wasson is chairman, with instructions to confer with the grain trade. The endorsement of Dennis by the grain trade was presented to the chairman, Mr. Wasson, but he refused to receive the committee of three, W. W. Granger, John Collins and Al Gowing, who had been named to urge the appointing of Mr. Dennis, but signified a willingness to hear from individual members of the grain trade. Mr. Dennis has been in the grain inspection department for 20 years, beginning as a boy. Geo. Munson, chief flour inspector, was also an applicant for the chief grain inspectorship. The salary of the flour inspector is \$2,500 and of the grain inspector \$3,000 per year. The income of the flour inspectors' office last year fell \$1,700 short of meeting the expenses, and a movement was started to consolidate the offices, with a chief inspector of grain, hay and flour and a deputy for each branch. Both of the inspectorships were formerly fee offices and at one time the chief grain inspectorship was worth \$10,000 to \$12,000 a year, while the flour inspectorship was almost equally lucrative. The difficulty was solved by the directors appointing Mr. Munson chief grain inspector and Mr. Dennis chief hay inspector. Mr. Munson will continue as chief flour inspector and Mr. Dennis as assistant grain inspector.

## OKLAHOMA

Kingston, Okla.—The Celina Mill & Eltr. Co. will erect an eltr. to cost \$30,000.

Guthrie, Okla.—The final hearing will be given on the new schedule of freight rates Mar. 3 by the Oklahoma corporation commission. A clause in the schedule provides that where two roads share



in a shipment the combined charge shall not exceed the local charge on one road for the distance, plus 5c.

Guthrie, Okla.—The reciprocal demurrage and car movement order of the state corporation commission will become effective Mar. 1.

Ponca, Okla.—The Farmers Mill & Eltr. Co., incorporated, capital stock \$25,000; incorporators, James M. Van Winkle, C. E. Hall and Dennis Mooney.

Tulsa, Okla.—We will start the erection of a modern corn mill and eltr. at once. The eltr. is to be operated by electricity and will have a capacity of 20,000 bus.—Binding-Stevens Grain Co.

Oklahoma City, Okla.—The plant of the Oklahoma Broom Co. was burned Feb. 12. Loss, \$30,000; insurance, \$20,000. About 300 tons of broom corn and 1,200 completed brooms were destroyed.

Guthrie, Okla.—C. G. Jones of Oklahoma City has drafted a bill giving threshers a lien on grain which may be foreclosed like any other mortgage within 6 months. It is provided that in order to establish his right to the lien, the owner or lessee must within 30 days after threshing, file a written statement of the amount owing, with a description of the grain or seed, with the county clerk.

## OREGON.

Lexington, Ore.—Farmers at this place are trying to obtain a site on the switch of the O. R. & N. Co., to erect a grain warehouse.

Pendleton, Ore.—The Inland Grain Growers' Ass'n on Feb. 15 bot 400,000 grain bags at \$7.15 per 100 of the Ames-Harris-Neville Co., a saving of 2 cents per sack over last year's price.

Portland, Ore.—The Portland & Seattle Ry. carried its first shipment of wheat, 620 sacks, recently from Roosevelt to Lyle, where it was trans-shipped over the Regulator line of steamboats to this city, consigned to Kerr, Gifford & Co.

Portland, Ore.—February grain exports promise to exceed the big figure of January. The pressure on the terminal warehouse facilities continues. Tonnage in the river is sufficient to carry 2,000,000 bus. and over 80,000 tons is due to arrive at this port.

Portland, Ore.—While in the past the functions of the Portland Board of Trade have simply been along publicity lines, we have now decided to reorganize the Board of Trade strictly along the lines of similar institutions in large trade centers. There has not been anything of that sort attempted in this section and we shall make an effort to gradually draw the large wheat interests to our institution. There has been a decided need for closer co-operation of the farmer and the city merchant and exporter and our efforts up to this time have received unqualified endorsements of those interested. The Board of Trade is going to incorporate and will fit up suitable quarters on the ground floor of the new Commercial Club bldg. We will be ready to move into this building on the first of March.—Fred Muller, Sec'y.

## PENNSYLVANIA.

Indiana, Pa.—J. H. Kinter, a grain merchant of this place, died recently.

Pittsburg, Pa.—The Grain & Flour Exchange has established the commission charge on hay at 5 per cent, with

a minimum charge of 75 cents per ton, effective on all shipments after Feb. 11.

## PHILADELPHIA LETTER.

The grain trade is picking up a bit and a prosperous and successful coming year is anticipated.

St. Valentine's Day was taken advantage of by some of the grain brokers who sent each other a number of comic valentines which soon became public property and caused much merriment on Change.

Frank E. Marshall has been chosen sec'y of the Commercial Exchange as the successor of the late L. J. Logan. He is a native of Alabama and has had a ripe experience in the grain trade. During 1902 and 1903 he served as a director of the Exchange.

A number of the leading members of the Commercial Exchange headed by Walter F. Hager, W. P. Brazer and Watson W. Walton gave a complimentary to James L. King, the retiring president, in the Bellevue-Stratford on Tuesday night, Feb. 11. Covers were laid for 100 persons. Walter F. Hager acted as toastmaster. Prominent city officials and trade representatives made addresses. The decorations were very handsome, the company dispersing about midnight.—S. R. E.

## SOUTH DAKOTA.

Artesian, S. D.—R. S. Battersby has bot the eltr. of F. M. Ryan.

Kidder, S. D.—The Kidder Eltr. Co., incorporated, capital stock \$50,000.

Northville, S. D.—G. W. Van Dusen & Co. have had their eltr. moved by T. E. Ibberson.

Ethan, S. D.—A movement has been started for the organization of a farmers eltr. company.

Canton, S. D.—The eltr. of Geo. Terwilliger was burned Feb. 15. The eltr. has been idle since last fall.

Groton, S. D.—I have bot out O. E. Edwards in the eltr. and coal business.—J. B. McHarg, formerly of Verdon.

Florence, S. D.—The Wallace Grain Co. has bot the eltr. of W. G. Putnam. Mr. Sherin will be retained as manager.

Stockholm, S. D.—About thirty farmers at this place are interested in the organization of a farmers eltr. company.

Yankton, S. D.—C. A. Daniels of Aberdeen has succeeded Wm. W. W. Cox at the eltr. of the Hawkeye Eltr. Co.

Sisseton, S. D.—The Farmers Co-operative Eltr. Co. has secured a side track from the Milwaukee Railroad Company, to be put in before May 1.



Lake Preston, S. D.—A nail embedded in an icicle struck H. P. Dahl, a grain dealer at this place, under the eye recently. It is hoped that his eye can be saved.

Hayti Sta., Castlewood P. O., S. D.—E. H. White and D. C. Holley, of Castlewood, have engaged in the business of buying grain on the track. The farmers at this place will build an eltr.

Sioux Falls, S. D.—C. G. Williams, of Sioux City, Ia., has bot an interest in the Plymouth Eltr. Co. of this place. He will locate at St. Peter, Minn., to take charge of the cleaning house and a line of eltrs.

Armour, S. D.—The Farmers Eltr. Co., of Armour, was granted a site here last week by the Milwaukee railroad au-

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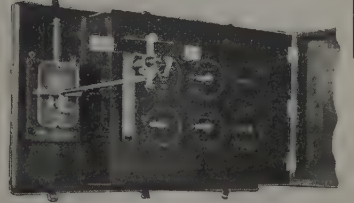
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thorities. They will commence the erection of the eltr. just as soon as weather will permit. I was granted an eltr. site at Corsica on same day. Preparations are underway to begin work at once.—Eli Thomas.

New eltrs. have been completed by T. E. Ibberson during 1907 at the following stations in South Dakota: Atlas Eltr. Co., Zell, 30,000 bus.; Estelline, 30,000 bus.; G. W. Van Dusen & Co., Broadland, 25,000 bus.; Volga, 25,000 bus.; Regan & Hooper Co., Leola, 25,000 bus.; and E. J. McGlenn, Hoven, 30,000 bus.

Repairs have been made to eltrs in South Dakota by T. E. Ibberson during 1907 at the following stations: Atlas Eltr. Co., Houghton, Columbia, Redfield, Seneca, Lennox and Frankfort; G. W. Van Dusen & Co., De Smet, Raymond, Redfield, Dempster, Ordway, Estelline, Viola, no P. O.; Brookings, Goodwin, Rudolph, Wessington and Frankfort; Sleepy Eye Milling Co., Northville.

### SOUTHEAST.

Columbia, S. C.—The state senate on Feb. 17 killed the railroad rate bill.

Columbus, Ga.—The Ben T. Brooks Co., Ben T. Brooks, pres., will install a grain eltr.

Jackson, Miss.—The Mississippi senate on Feb. 12 unanimously passed the Bodie anti-bucket-shop bill.

Jackson, Miss.—The judiciary committee of the Mississippi house is considering the Broyles bill giving employers a lien on the crops grown, binding the crops in the hands of bona fide purchasers without notice.

Newport News, Va.—The grain driers at the Chesapeake & Ohio Eltr. A are being worked at full capacity night and day. The eltr. was recently reopened after having been closed for several weeks, as several steamers have been chartered to load export grain here.

Augusta, Ga.—Georgia has gone dry; but the Jack Cranston Co., liquor dealers, has converted its premises into a grain, hay and flour depot, and will handle those commodities exclusively under the old firm name, under the management of Henry Cranston, who thoroughly understands the details of the trade. The company will serve the wholesale and retail trade of this city and its tributary territory.

### TENNESSEE.

Gallatin, Tenn.—The Payne Eltr. & Warehouse Co. will rebuild its eltr., which was burned Jan. 19. It will have a capacity of 75,000 bus.

Lewisburg, Tenn.—The Marshall & Maury Milling Co. has changed its name to the Lewisburg Grain Co. and has opened for business with John Lawrence as manager.

Nashville, Tenn.—The J. A. and O. L. Jones Mill & Eltr. Co. is doing business now at its new plant. The mill has a capacity of 200 bbls. and the eltr. 40,000 bus. capacity. The plant is operated with electricity, having motors of 25 and 60 h.p. The plant cost \$60,000.

Knoxville, Tenn.—The Surety Warehouse & Eltr. Co. has started the erection of an addition to its present plant at a cost of \$3,500. The new structure will be of brick and one story high, 65x50 ft. Concrete floors and a tin roof are to be used making the building fire-

proof. The building is to be used for hay storage, with a capacity of 40 cars a day. The plant is to be completed in 30 days.

Johnson City, Tenn.—W. H. Small, of Evansville, Ind., and A. L. Banhard, of Bristol, were here recently in the interest of the New Model Milling Co. which they are going to establish at a cost of \$100,000. They expect to have the buildings completed by Aug. 1. The buildings will cost from \$25,000 to \$35,000.

### TEXAS.

Heidenheimer, Tex.—I have succeeded Hill & Moseley.—J. D. Hill.

Tulia, Tex.—The Tulia Commercial Club, with W. A. Donaldson as pres., is endeavoring to have an eltr. erected.

The Arbitration Com'te of the Texas Grain Dealers Ass'n at a recent meeting ruled that where shipments are made on conflicting confirmations, the buyer's confirmation shall govern.

Beaumont, Tex.—The Josey-Miller Grain Co., whose plant burned Jan. 19, has bot an entire half block of ground and will erect at once a flour mill and a grain eltr. to cost about \$30,000. R. C. Stone has the contract.

Fort Worth, Tex.—A rate of 25 cents per 100 lbs. will be made effective Mar. 20 by the Fort Worth & Denver City R. R. on corn, kafir corn and milo maize from points on its line to Denver and stations on the Colorado & Southern.

El Paso, Tex.—Fire started in the grain warehouse of Wise & White and the El Paso Grain Co., Feb. 8. About 200 bales of cotton were scorched in the latter warehouse and water damaged some cotton seed meal. The total damage is estimated at \$150.

Fort Worth, Tex.—Sec'y Dorsey asks members of the Texas Grain Dealers Ass'n to appeal to representatives in Congress to pass the Randall bill appropriating \$100,000 for the destruction of green bug and other insect pests in Oklahoma, Kansas and Texas.

The Arbitration Committee has ruled that, when sales are made for shipment in weeks or months, or for any particular week or month, that the calendar week or month mentioned, shall constitute the contract time without the usual deductions for Sundays and legal holidays.—H. B. Dorsey, Sec'y Texas Grain Dealer's Ass'n.

El Paso, Tex.—Hessian fly and the green bug are unknown here. Alfalfa is our great crop and every able, energetic farmer that stays with it gets rich as sure as he lives. What wheat that is grown is a large, bright, golden grain something like the Sonora or California wheat, but alfalfa gives from three to five crops per year with enormous profits and so the farmers give it their attention, but comparatively little is required at that, to the "Spanish Clover." We have ground that will grow anything tho, all we want are the farmers.—Walter S. Clayton.

Galveston, Tex.—H. H. Haines, sec'y of the Galveston Chamber of Commerce, has written the pres. of the Rock Island System very fully regarding the discrimination against grain shippers in car supply last year, rebating, and other unfair practices which resulted in the passage of anti-railroad laws, and in answer to an article by Pres. Yoakum in the metropolitan press under the heading "What the People Owe the Railroads,"

Mr. Haines says: "When unfair conditions are called to the attention of railroad interests and no relief is granted by them, it becomes incumbent upon the sufferers to take forcible action before such tribunals as may be provided. Business men do not go this far from choice, but from necessity; then, why is it when there arises the question of rates to be charged on commodities, which rates in a great measure affect the interests of thousands of shippers, the railroad people get together in such organizations as the 'Southwestern Rate Committee,' 'The Gulf Foreign Trade Committee, and numerous others of similar character, and without invitation to the shippers or their representatives to be present and be heard, agree among themselves on such rates as should be applied without regard for the consequences to shippers or localities? One of the difficulties heretofore has been the inaccessibility of railroad men in authority. The people have had the idea that in approaching that august presence it was necessary to do it in a 'step easy; speak low' fashion, and there has been lacking that cordiality and frankness that ought to exist. This feeling has perhaps been aggravated by subordinates who aped the supposed manners of their superiors and thus made the entire business obnoxious. The industrial and political conditions, in Texas particularly, are ripe for the establishment of amicable relations between the railroads and the people, even to the elimination of the politician and the demagogue. It is now up to the railroad people to realize that on a basis of mutual interests the business men are with them and will meet them half way, but will demand a square deal."

### WASHINGTON.

Riparia, Wash.—Three boats are engaged in the grain traffic and there remain 20,000 tons of grain to be moved.

Ritzville, Wash.—The Farmers Alliance Warehouse Co. will add a tank to its warehouse so that wheat in bulk can be handled. J. O. Gillette has been elected sec'y of the company.

Prescott, Wash.—A warehouse company has been incorporated to erect a warehouse, which will be started in a few months. The capital stock is \$10,000. The directors are T. Frank Dice, Chas. Clague and Isaac Odell.

Walla Walla, Wash.—Legal formalities will prevent the state board of control from setting the price on grain sacks until Apr. 1. It is likely that sacks will be cheaper; since the board this year paid \$20 for jute, against \$27.71 per bale last year.

Olympia, Wash.—J. G. Woodworth of St. Paul, traffic mgr. of the Northern Pacific, is making an extended investigation of the problem of handling wheat in bulk. He visited the state railroad commission recently and agreed to give the commission the use of all the data when collected.

Kahlotus, Wash.—Mayor L. M. Merton has bot the interest of J. O. McKinney in the grain business and hotel. Mr. McKinney will locate somewhere in Oregon. E. F. Redd will conduct the business formerly conducted by McKinney & Merton until the return of the latter who is leaving for the east.

Seattle, Wash.—A. Anderson, deputy inspector at this city, reports that 5,301,000 bus. of wheat has been received at this city since the crop began to move



and the total of all kinds of grain received is 6,867,000 bus. For the same time a year ago the wheat receipts were 3,340,000 bus., showing a large increase.

Olympia, Wash.—In the joint wheat rate suit for the state railroad commission against the O. R. & N. Co., Judge Hanford of the federal court has decided that the fixing of freight rates is the right of the legislature and not the railroad commission. An appeal will be taken to the supreme court of the United States.

Tacoma, Wash.—In a deposition filed with the state railway commission, Thos. Cooper, land commissioner of the Northern Pacific, states that certain lands have been reserved by the road for the erection of eltrs. for handling grain in bulk. Commissioner Cooper says that the long wheat warehouses have not been profitable. The leases to the exporters expire in 1910 and may not be renewed, as it is only in years like the present that the warehouses are profitable to the lessees. Alex Baillie, of Balfour, Guthrie & Co., declares that in years when crops are light the exporters actually lose money. The matter of doing away with sack loading was quietly investigated by Howard Elliott, pres. of the Northern Pacific, on a recent trip to the Sound.

Tacoma, Wash.—J. W. Arrasmith, chief grain inspector declares that too many kinds of wheat are grown. Turkey red and Jones fife are recommended for fall sowing in the arid and semi-arid sections of the state. "In the heavy soils of the humid districts forty-fold, white amber and Russian red are the best varieties for fall sowing, and little club and red chaff club for spring wheat. All of these varieties are good milling wheat with the possible exception of red Russian and I regard it as a fair milling grain. At the present time the farmers are growing a number of types of club, a number of bluestem and also of red. We ought to grow only about two of each kind. This would greatly simplify the grading of the grain, and the wheat exported from our state would be standardized in the markets and we would get much better reputation all over the world than we now have."

Seattle, Wash.—Exasperated at the delay of the exporters in transferring grain from cars to vessel at terminals, Louis Hill, pres. of the Great Northern Road, recently denounced the present system of marketing grain; which he declared is a monopoly controlled by three or four firms. The exporters say "Hill has a bee in his bonnet"; that it is nonsense to say only three or four firms were in the market to handle last year's crop. Mr. Hill states that there should be 40 firms engaged in the wheat buying business, and that he will endeavor to get someone with money to go into the wheat buying business. Hill also favored federal inspection of grain. With regard to the number of dealers engaged in buying grain in the Pacific Northwest it is evident Mr. Hill has been misinformed. Tacoma alone has more dealers in grain than he allows the entire coast, and there are dozens of dealers all thru the interior.

Tacoma, Wash.—Samuel Hill, pres. of the State Good Roads Ass'n, made a vigorous address at the Chamber of Commerce recently in favor of the improvement of the country roads for the benefit of the grain grower. Mr. Hill told the State Good Roads Ass'n what it is trying to accomplish and what it has accomplished. It spends no public

money and acts only in an advisory capacity. Convict labor has been successfully used in building roads in Okonogan county. Two convict labor camps are to be opened this year, one at the west end of Snoqualmie pass and the other at the east end, to build a highway to connect both parts of the state. Two-thirds of the cost of the construction of macadamized road lies in the material. He said that it was the plan of the state to open a third convict labor camp on Deception pass, where there is rock suitable for making good roads. When the camp is opened Tacoma and other Sound cities will be able to get crushed rock delivered at 50 cents a cubic yard.

## WISCONSIN.

Osceola, Wis.—A 50,000 bu. terminal eltr. has been erected here for the Osceola Mill & Eltr. Co. by T. E. Ibberson.

Fairchild, Wis.—Fred Craig, 16 years of age, is charged with having broken into the grain eltr. and stolen a sum of money.

Medina, Wis.—The eltr. here, which was purchased by Warren Root of the L. Starks Co. 2 years ago, was burned recently with a considerable quantity of oats.

Oakfield, Wis.—The eltr. of the Oakfield Grain Co., which was burned recently, will be rebuilt early in the spring. The company will increase its capital stock from \$7,000 to \$8,000.

Milwaukee, Wis.—I think it would be a Godsend to the people of this country if the Scott option bill was passed. I have been in the speculative business for the past 45 years and while I can tell you of thousands who have been ruined by speculating I don't know a single man who has ever gotten rich. Fifteen years ago Milwaukee was the largest speculative barley market in the world. They used to have a separate pit for trading in barley and thousands of bushels were sold and bought in the pit that were never delivered. Now there is not a bushel sold for future delivery and the result is: that the farmer, the maltster and the brewer know just what barley is worth every day in the year. There is no danger of corners now.—S. W. Tallmadge.

## MILWAUKEE LETTER.

Business is good.—P. C. Kamm & Co. Memberships in the C. of C. are selling at \$175.

Good demand for durum wheat. Everybody optimistic.—Chas. C. Glavin.

We are glad to see the prices of grain declining, for the export business has been rotten.—Deutsch & Sicker.

Market quite dull. Demand for feed very slow. Economy, high prices, under consumption are the causes.—Max Hottelet.

Western shippers are consigning a great deal of grain direct to the east and are demoralizing our feed trade. It makes dull times here.—C. B. Pierce.

Visitors to the C. of C. who have always dreaded looking up commission firms in the building, can now get their bearings from an attractive directory slate in the lower corridor.

The political bug has been hovering over the C. of C. for a number of days. A majority of the traders (bulls and bears) appear in print as signing a call, and the acceptance is directed to four of the members, who seem to have been un-

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The stub is signed by the farmer certifying that he has sold ..... bushels of ..... at ..... per bu., to be delivered on or before ..... It also certifies that he has received ..... dollars on the contract.

The other part is signed by the elevator man and given to the farmer. It certifies that the elevator man has bought so much grain, etc.

Each book contains 50 contracts, numbered in duplicate, printed on bond paper, size 12x4 1/2". If you contract for grain you can not afford to be without these blanks.

Order Form No. 9. Price, 50 cents.

GRAIN DEALERS JOURNAL

255 La Salle Street, CHICAGO, ILL.

usually active, viz: B. G. Ellsworth, S. G. Courteen, S. W. Tallmadge and E. J. Furlong. The office concerned is the new circuit judgeship.

Applications for memberships in the C. of C. have been made by the following: Wm. Ross Wilson, Walter G. Souders, Milton D. Marlett, W. H. Goodall, all of Milwaukee and A. G. Laubenstein of Hartford.

Corn is the big noise with dealers just now, and receipts have almost equaled those of wheat and barley during the past few weeks. There is a good demand for it and advantage is being taken by country shippers of present prices.

Grain is pretty well cleaned out of the farmers hands so the dealers say. Think there is a good sized accumulation dealers have not been able to make disposition of. Believe this will command higher prices.—L. L. Runkel.

Reingans-Wolf & Co. have gone out of business and their names have been dropped as members of the Chamber of Commerce. Their venture was not successful. It is rumored that some of their patrons got the worst of dealing with them.

A representative of a grain firm here writes from Centerville, South Dakota, that he finds thousands of acres of corn left standing in the fields which will not be husked. The cattle are being turned into it. He says he is wasting his time trying to buy grain where they have none to sell.

To meet the requirements of the C. & N. W. Ry. for all grain bot on their tracks, duplicate orders from the seller have to be presented in addition to orders on all cars turning them over to the buyer, on which the originating point must appear, in case where buyers want the clean in transit privilege.

**NOTHING DOING.** We would like to say more about the barley market. There is a Latin proverb which reads, "Concerning the dead say nothing but good." We can say nothing good in regard to the barley market. If it revives we will be as quick to see it as any one.—B. G. Ellsworth.

Fagg & Taylor are having a Morris Drier installed in their St. Paul eltr. B. The drier will have a capacity of 24,000 bus. per day. This will increase their facilities for handling grain very materially, besides making Milwaukee more attractive to country grain dealers having damp corn on their hands.

The prohibition wave which is sweeping over the country has affected the malting business in Milwaukee considerably. One brewery received twelve carloads of bar fixtures from the South last month from saloons which were put out of business by prohibitory laws. On this account the brewing interests are holding back their purchases on barley, and it is making the market dull.

The Milwaukee C. of C. has filed complaint with the Interstate Commerce Commission against the Ill. Central and C., R. I. & P. railways, seeking to have the canceled through rates on wheat and other grain from stations on those lines in Iowa, Minnesota and South Dakota put into effect, and to compel the roads to grant the same through rates as are in effect from those points to Chicago.

Shipping demand for grain is picking up. Business across the lake is improving. There is a good demand for durum wheat East. No car shortage now, and we are able to get grain out on time.

On this account the buyers are only purchasing what they need as they know they can get grain any time, and most of them are looking for prices to go down.—I. C. Lyman.

An active part is being taken by the C. of C. in opposition to the numerous proposed anti-option bills introduced in Congress, and as a result of steps taken at a recent meeting representatives will be in Washington March 3rd, the probable date of the hearing, to fight the Scott bill. A committee composed of Clark Fagg, Wallace M. Bell, and a third member, has been appointed, and Mr. Bell, who has the work in charge, is leaving no stone unturned in the preparation of the facts to be laid before the committee.

Grain bot on the market and ordered by the buyer to an outside point, on which advances are made to the seller, cannot command interest charges for a period exceeding seven days, is the conclusion reached in a case where the buyer tried to collect interest on advances during the time consumed to make returns on the grain. Sellers contend that shippers should not be called upon to pay interest on advances during the time grain may be delayed through the forwarding to an outside point, for a length of time exceeding that which would be required for the unloading in the city.

Considerable anxiety is being expressed by maltsters over the determined efforts toward prohibition, being made throughout the country, and which has made alarming headway in this state. Printed matter, fully explaining the situation and forecasting the results which would obtain through the enforcement of prohibition, are now fully bringing the issue to the public. Already deeming it wisest to play safe, the malting concerns are holding back on their purchases of barley, and what has been bot is undergoing the closest scrutiny so that there will be no wasting of money, which is having the effect of checking the malting business.

Unless there is a change made in present conditions with reference to the handling of through New York and seaboard freight there is a probability that the Milwaukee initial lines of road will withdraw their divisional rates upon all thru traffic, as, owing to the fact that the steamboat lines have withdrawn their di-

visional rates on thru business to and from Milwaukee, the rail lines are compelled to carry this traffic at the divisional rate of 10% of the total, which is not enough, the roads claim, to pay for handling it between Milwaukee and Chicago. The boat lines accept only such traffic as pays a fair proportion to the lines between this city and Chicago.—Slits.

## WYOMING.

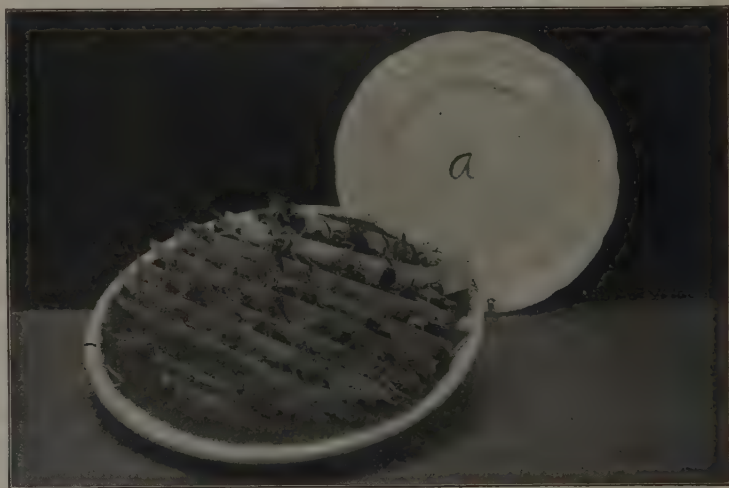
Laramie, Wyo.—A. W. Augspurger is interested in the incorporation of a company for the erection of a modern eltr and seed warehouse to have a capacity of 50,000 bus. The company will buy and remodel the flour mill. A feed roll will be added.

## Seed Corn Germination.

There are numerous practical methods of testing seed corn. Any method by which the vitality of the grain is efficiently tested may be used with profit to the grower. Grain dealers are taking more and more interest in this subject, and should be ready to give the farmer information concerning this important, indeed, very vital phase of corn growing. The Experiment Station of the University of Illinois recommends in Bulletin 96 the following methods:

Select sound looking ears of corn. Remove one kernel 2 inches from the butt; turn ear  $\frac{1}{4}$  round and take another kernel 2 inches nearer tip; make another quarter turn and remove kernel 2 inches nearer tip. For the fourth kernel turn the ear again  $\frac{1}{4}$  and take kernel 2 inches from tip.

Very simple sprouting devices may be made by taking common soup plates and filling them with clean white sand. Sand should be mixed with water until moist but not saturated. If sand is soggy corn will not germinate for lack of air. As the four kernels are removed from the ear, preferably with a pen knife or a pair of tweezers, they should be pressed into the sand, one row for each ear of corn. Be sure the identity of each row of grain and the ear from which the kernels have been taken is preserved. Make a slip number for each row and attach duplicate to ear. The corn may be separated with little pieces of card board as shown in illustration. Each kernel should be



Seed Corn Germinated in Plate of Sand.



# The Ellis Grain Drier

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## 4 REASONS

why it holds the record as the Drier of the Century.

1. For a given size there is **5 TIMES** more grain exposed to the air currents than in any other Drier.

2. The grain being divided into thin vertical columns of even thickness, and the air currents operating on **BOTH** sides of the column **EVEN DRYING** of the grain is assured.

3. Owing to the enormous surface exposed to the air currents, drying can be done at a temperature as low as 110 degrees Fahr. and **NOT DESTROY** the capacity of the Drier.

4. Corn handled through the **Ellis Drier** is **Not Broken** owing to the low temperature used.

Other **vital reasons** why you should use the Ellis Drier will appear in the next issue of the Grain Dealers Journal.

---

## ELLIS DRIER COMPANY

745 Postal Telegraph Building, - CHICAGO





placed in the sand, small end down, and covered with another plate to prevent too rapid evaporation. It should be then placed in a room or box with a temperature of about 77 degrees F. A decrease in the temperature will adversely affect the sprouting more than an increase. The corn should be inspected each day after it has been placed in the germinating room, and if the sand becomes dry it should be moistened. As fast as the kernels germinate they may be taken out of the plates and the ears of corn which are proved desirable laid aside for planting.

Another convenient method of testing seed corn is with the Geneva Tester shown in the engraving herewith. A box like structure 12x24x5 inches made of wood with a galvanized iron, tin or copper bottom for holding water comprises the apparatus. Folds of canton flannel are supported on movable wires or rods and the kernels to be tested placed within the folds. An inch or so of water is placed in the receptacle and the flannel adjusted so it just touches the water. The supporting rods are pressed together so as to enclose the grain. The corn thus hangs in this hammock like holder and when a lid is fitted on the box and the temperature maintained at 77° it soon germinates. With this tester a bushel of corn can be tested in 45 minutes. Or one man in 10 hours can test enough seed corn to plant 67 acres.

Any dealer can make one of these testing boxes and test seed corn for farmer patrons to their mutual profit and advantage and by exhibiting it to the local newspaper men and farmers induce growers to provide a testing box of their own and test their own seed. The planting of corn which will not germinate is expensive folly—a waste of time and labor.

Wheat and barley harvests of Japan last year were the largest on record. The production of both grains was 110,836,000 bus., an increase of 13.6 per cent over the average, as reported by that government.

On term contracts at Budapest any sound and dry riddle-cleaned wheat may be tendered weighing not less than 76 kilograms per hectoliter, and the buyer must pay a premium on delivery of 2d per qr. for each pound the test exceeds 61 lbs. per bu.

## Superior Milling Value of Wheat Apparently Damaged by Wetting in Shock.

Part of a field of wheat in western Canada was threshed dry and part after rains had wet the shocks. Samples were graded by the inspector No. 1 hard for the dry wheat, and good No. 3 northern for the grain that had been wet. The effect of the wetting and exposure was to bleach the outer bran and to decrease the weight per measured bushel one pound or more. Samples from another field were graded No. 1 hard for the dry and good No. 2 northern for the wetted grain.

The Saskatchewan Grain Growers Ass'n having complained that their bleached wheat had been graded too low the chief inspector sent samples to the Howard Wheat and Flour Testing Laboratory, where they were milled and the flour tested by baking and chemical analysis, as reported in the *Northwestern Miller*.

The yield of flour from the wheat of one field was 72.4 per cent for the dry and 72.6 for the wet grain. The color of the loaf baked out of the flour from the wetter wheat was as good as the other and the wetted grain excelled in the volume of loaf being 207 cubic in., against 199 for the dry. The percentage of soluble carbohydrates was about double in the wetted wheat flour. Analysis of the wheat from the second field confirmed these results. Such a flour will not go unsound under any conditions of storage.

On the basis of yields the value of the dry wheat was \$1.165 and \$1.163; and for the wetted wheat \$1.175 and \$1.179.

These tests and those made by others show that wheats which have been wet are not only more desirable for grinding, but have the quality of flour improved over that of the unwetted grain. Consequently the bleached grain should not be discounted so heavily in price. Instead of selling on the inspection certificate the grain shipper who has bleached wheat to dispose of may realize more for it by submitting samples to millers who thoroughly understand their business, who could, if they would, pay more than the ruling market price of No. 3.



**Cover's Dust Protector**

Rubber Protector \$2.00  
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

**H. S. COVER**  
124 Perley St., South Bend, Ind.

**Water Won't Freeze**  
in gas engine tanks if you dissolve

**Calcium Chloride**  
in it in the proportion of 4 1/2 lbs. to a gallon. And it's cheap—get names of users and full information.

**James H. Rhodes & Company**  
117 E. Kinzie Street Chicago, Ill.

**Liability, Accident & Credit INSURANCE**

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How little it costs to install a purifying plant—  
How little room it occupies—  
How little power it takes to run it—  
How small the cost of purifying—  
How profitable it is to purify—  
How easy it is to operate a Purifier—

Write to us and we will send you samples of purified oats and tell you all about purifying

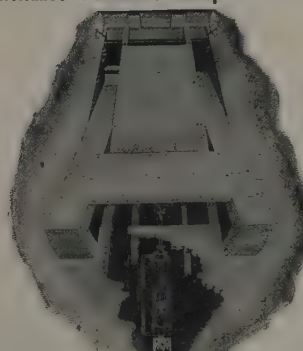
**U. S. GRAIN PURIFIER CO., Earl Park, Indiana**

**PURIFIED GRAIN**

is demanded by the Eastern Trade. Increase YOUR profits by purifying your oats.

If You Want to Know—

**Reliance Automatic Dump Controller**



**Here is What Users Think of It:**

Fowler, Ind., July 4, 1907.  
Reliance Construction Co., Indianapolis, Ind.  
Gentlemen: Inclosed find check for amount of invoice in payment for three Dump Controllers which we have tried and find they do the work fine. No trouble whatever to control any load we may have to dump.  
Yours truly,  
WILBER HAWKINS, Per Finley.

Yorkville, Ill., July 19, 1907  
Reliance Construction Co., Indianapolis, Ind.  
Gentlemen: Enclosed please find Chicago exchange for Dump Controller you shipped us June 4th. Ship us another Dump Controller as soon as possible.  
Yours truly, JETER & BOSTON.

We know it will be satisfactory. Will ship on trial. RELIANCE CONSTRUCTION CO., 625 Board of Trade Bldg., Indianapolis, Ind.



A Geneva Seed Corn Tester Showing Germination.

### Tilting Track for Unloading Cars.

The familiar rail dump for wagons is the principle reproduced on a large scale in the car unloading platform illustrated in Figs. 1, 2 and 3 herewith, and for which letters patent No. 873,773 have recently been granted F. R. McQueen of Minneapolis, Minn.

Like the wagon dump, its operation is very simple. A train is run into the unloading shed, the cars uncoupled, end doors opened, a rear bumper raised, the end of the car tilted up and the grain run out of the lower end into the receiving sink.

The end doors of the cars should extend down to the car floor.

Instead of the cable 10, and drum 13, for pulling up one end of the platform, as shown in Fig. 1, there may be substituted the rack 14, and pinion 16, shown in Fig. 3, to push up the platform. The pivot on which the platform swings is so far back that no part of the car is lowered, thus the sinks, conveyor belts and boots of elevators may be set several feet higher than with a balancing platform.

Fig. 1 shows a car in position to be raised and part of another tilted against the bumper. The bumper, Fig. 2, is operated by a small gear driving a segment of a large gear, raising the post 19 from a horizontal to a vertical position, the weight of the car being sustained by the link 20.

Among the advantages of this method of unloading cars is the saving of space in the car shed, cheaper construction and

saving in cost of operation over present methods. Several tracks may be placed close alongside in the receiving sheds, as no space is required at the side for the sinks. The small doors or valves in the ends of the cars may be very easily opened even against the pressure of the grain. This saves breakage of the side grain doors. Tilting the car permits the grain to run out clean by gravity, doing away with the power shovel and sweeping.

### A European Charivari.

When Ely Bernays, the famous exporter of mahogany corn, took advantage of one of the most ancient laws of our civilization and got married he hid away with his bride to foreign climes. Beneath the business exterior of the man there is a strain of poetry, and so he chose Italy, where romance and love mingle like drops of water in the blue Mediterranean; Venice, where the gondolier sings nightly his mandalay while the silver moon melts twilight into a paradise; where nature breaks forth like the fury of a Vesuvius or in the passion of some sweet song from the heart of a wayfarer. To endeavor to portray the anticipation by weak words with which Mr. Bernays and his bride looked forward to a quiet sojourn in the land of azure skies would be like attempting to scoop the water back over the falls of Niagara with a pithfork.

In Venice reality ruled. A suite of rooms was assigned to the bride and groom close to the main thoroughfare of the city. Everything went well until Venice was wrapped in slumber. Then, like the cry of a night hawk, some young Italian lad stood directly beneath the large windows of aforesaid suite and began to cry a special edition of his paper with the voice of a stentor. The Italian moved only from one foot to the other, held his post and kept up his wails until finally the noise became so unendurable that Mr. Bernays, in desperation, went out of the hotel to the street and purchased the boy's entire stock. Then he prepared for a good night's sleep, congratulating himself that, after all, he was able to secure with money what vocal solicitations would not do.

But he little reckoned on the cupidity of the young buccaneer for, just as everything in the vicinity of the sleeping rooms was becoming quiet there broke out a terrific din like the wail of a pack of wolves right in the same spot where the boy had been. About two dozen boys were there shouting "Carriene della Seva," "Le Popolo," "Gazetta di Venezia," and other native papers for sale. Mr. Bernays capitulated.

### Books Received

**FIRST LESSONS IN DAIRYING.**—The underlying principles of dairying are set forth for the student beginner in the laboratory and on the farm by Hubert E. Van Norman, professor of Dairy Husbandry, Pennsylvania State College, in a handbook. Illustrated; 98 pages; cloth. The Orange Judd Co., New York.

**NATIONAL HAY ASS'N.**—The proceedings of the 14th annual convention of the National Hay Ass'n held at Niagara Falls, July 16 to 18, 1907, have been published by the ass'n in a paper covered volume of 342 pages, containing also the constitution of the ass'n, its rules for arbitration and investigation, its trade rules, the grades of hay and straw established by the ass'n and adopted by 25 leading markets, its charter, list of delinquent members, of suspended members and complete list of the nearly 900 members, compiled by P. E. Goodrich, sec'y-treas., Winchester, Ind.

**THE COTTON BOLL WEEVIL.**—The results of four years' investigations of the cotton boll weevil have been completed and a method developed for the selection of seed that will fruit early, rapidly and productively. In Farmers Bulletin No. 314 entitled "A Method of Breeding Early Cotton to Escape Boll Weevil Damage" R. L. Bennett, special agent of the Bureau of Plant Industry, details the methods by which growers may save themselves the losses sustained by the Texas growers when the weevil was advancing thru Texas. U. S. Dept. of Agri., Washington, D. C.

**COMMERCIAL FEED STUFFS.**—The official report of the sec'y of the Ohio State Board of Agri. on commercial feed stuffs lists the samples licensed, inspected and analyzed during 1907. The Ohio law has been in force 4 years and the number of brands legally licensed has increased to 140. Cataloged are the names of the brands, the names and addresses of the manufacturers, the percentages of crude protein, crude fat and crude fiber, as claimed by the manufacturer and as found by the state chemist, Professor H. A. Weber of Columbus. Nineteen of the brands licensed were found below the standard required by law and liable to the penalties prescribed in the law, as published in the official report. A few brands fall far below the quality guaranteed and others show carelessness in compounding. Dealers should ascertain definitely whether or not the goods they are handling are properly licensed, as under the law they become responsible individually for each brand sold or offered for sale in case the manufac-

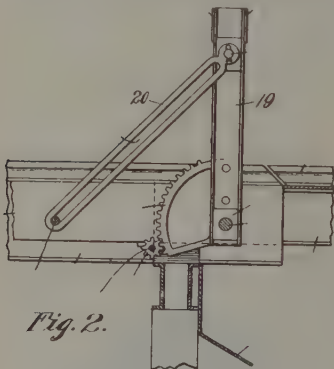


Fig. 2. Bumper of Tilting Track.

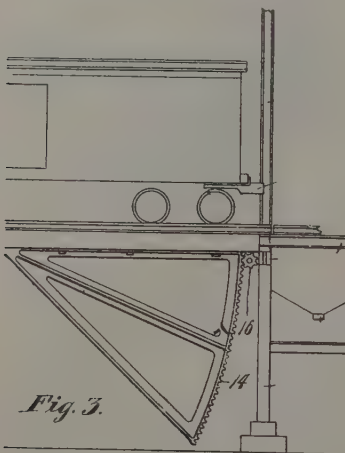


Fig. 3.

Rack and Pinion to Elevate Car.

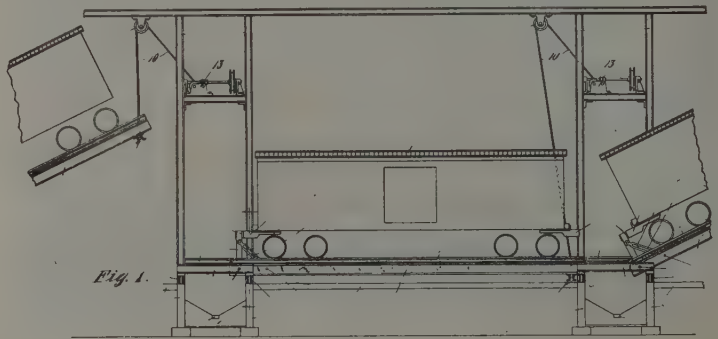


Fig. 1.

Longitudinal Section of Tilting Track for Unloading Cars.



turer neglects to license his goods. Issued by T. L. Calvert, sec'y, Columbus, O.

**BURO OF PLANT INDUSTRY.**—Of the many branches of the Dept. of Agri. the work of none is of greater interest to grain grower and grain dealer than that of the Buro of Plant Industry. In his annual report of 93 pages recently issued B. T. Galloway, chief of the buro, accounts for the expenditure of the \$1,024,740 appropriated for his buro for the fiscal year. Of the funds of the buro 30 per cent are paid out for administrative and office work and 70 per cent for strictly scientific work. The number of employees of the buro increased during the year from 640 to 777. Undertaking grain standardization with a view to federal inspection is responsible for only a part of the increase in the force.

The work of grain standardization during the coming year, says Chief Galloway, will be on much the same lines as during the year just passed. Substantial progress has been made during the past year toward an understanding of the requirements for commercial grain grades. The development of a method for determining accurately the dockage for dirt will receive particular attention, also apparatus for mixing samples of grain. An attempt will be made to apply the centrifugal method to the testing of grain for smut with the idea of introducing greater certainty into the market quality of samples of commercial lots of grain. It seems imperative, in order to get at a reliable basis for wheat grades, to install an experimental flour mill to ascertain the quantity of different products in different wheats.

Imported strains of indian corn are being adapted to semi-arid conditions in the United States. The work with naked oat hybrids has been continued. One strain of very superior merit has been discovered, its yield being nearly double that of the original naked variety. The best success so far in establishing winter oats has been obtained with a variety known as Snoma, introduced originally from the southern states into South Dakota. The Kharkov wheat of the Turkey group continues to give better results than other kinds.

More than 2,000 varieties of seeds and plants have been secured during the year by agricultural explorers, among them the dry land rice of Manchuria, which are cultivated in a climate similar to the Dakotas.

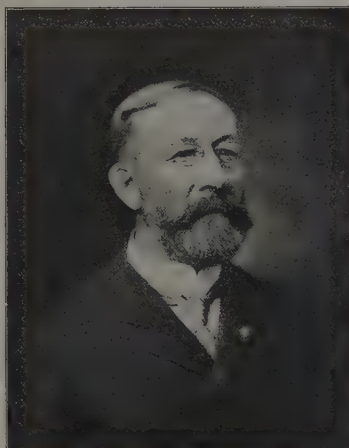
The work of packeting, assembling and mailing the vegetable and flower seed for the Congressional free seed distribution was awarded under contract to the Brown Bag Filling Machine Co. at \$1.14 per 1,000 packets. The work was begun Nov. 5 and completed Apr. 20, 1907, involving the putting up of 31,821,505 packets of vegetable seed and 4,527,450 packets of flower seed.

Locusts are given their permanent sleep on zinc sheets in the Argentine. The sheets are embedded in the ground, edge up, and placed in a line running across country, a trench being dug on either side of the sheet. When a locust swarm alights it eats its way along until it reaches the barrier of zinc sheets. Owing to the greasy surface of the metal the insects are unable to scale the sheets and the result is a dense accumulation in the trench. Then, by the aid of a few tins of kerosene and the application of a match, a holocaust is produced and the sheets remain unimpaired ready for next onslaught.

## Homer Chisman Retired.

It is a pleasing task to say a few words of commendation about a deserving man before he's dead. When Homer Chisman resigned his position as Chief Inspector of Grain at Cincinnati the occasion gave his friends an opportunity to throw a few bouquets at him while he is still very much alive. Accordingly at the close of the yearly term of office which was Feb. 1 his friends held a wake, and the guest of honor was Mr. Chisman.

About fifty of them escorted him to the Hotel Havlin where an elegant luncheon had been prepared, and there



Homer Chisman, Cincinnati, O.  
Ex-Chief Inspector.

amidst the intoxicating aroma of fragrant coffee and delicate viands, they told him what they thought of him. C. B. Murray, Supt. of the Chamber of Commerce, acted as toastmaster. He said:

For twenty-five years Homer Chisman has been our Grain Inspector. It is true that differences in judgment in matters calling for official decision have arisen, from time to time—but where there is recognized competency and integrity of purpose the general result is commendable and worthy. Homer Chisman's record is a worthy one.

At such a juncture as has been reached in this important official service—important in the affairs of our organization and far-reaching in influence in commercial channels—it is fitting that we assemble in a manner to afford opportunity for enjoyment of those higher privileges in life, in which we are enabled to contribute to the store of brightness belonging to the pathway of a fellowman. It has been well said that it would be useless to live if one's life could not be of some value to others.

At the close of Mr. Murray's address other speakers were called upon and all paid worthy tribute to the retiring inspector. Then as a fitting climax to the occasion he was presented with a silver loving cup upon which was engraved, "Presented to Homer Chisman on his retirement as Chief Grain Inspector for 25 years.—Cincinnati Chamber of Commerce—from his friends, February 8, 1908."

Mr. Chisman responded briefly to the kind words which had been spoken in his behalf, assuring them all he appreciated it more deeply than he could tell.

Pacific Coast warehouses contain 81,100 bales of hops, much of the 1906 crop and unsalable.

## KANT SLIP Car Mover

Address, P. H. JACOBUS, Millstadt, Ill.



## THE ATLAS CAR-MOVER

Manufactured exclusively by

The Appleton Car-Mover Co.  
Appleton, Wis., U. S. A.

It decidedly the best and most powerful Car-Mover on the market, and supercedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.

## THE NEW ERA MAN LIFT



The original and only successful and reliable machine on the market. The very best money can buy.

### The NEW ERA is the Safe Kind

More of these machines sold than all other warehouse elevators combined. This proves their worth. Time and Labor Savers.

BUY ONLY THE NEW ERA.

Write us for further information  
Sidney Elevator Mfg. Co.  
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We are prepared to give the most prompt, careful and courteous personal attention to our customers with a view to increasing their number. We invite correspondence or a personal interview with the representatives of Banks, Corporations, Firms and Individuals.

—DAVID R. FORGAN, Pres.

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## Supreme Court Decisions

**Arbitration.**—An award will not be void for uncertainty, although it does not specify the exact amount to be paid, where it gives the rule or indicates the means by which such sum can be calculated.—*Eureka Pipe Line Co. v. Simms*. Supreme Court of Appeals, of West Virginia. 59 S. E. 618.

**Growing Crops.**—Growing crops are chattels not susceptible of manual delivery until harvested, and are not in the possession or under the control of the vendor, within the meaning of the statute requiring an immediate delivery and continued change of possession.—*Rosenberg Bros. & Co., v. Ross*. Court of Appeal, First Dist. California. 93 Pac. 284.

**Limitation of Telegraf Co.'s Liability.**—A stipulation in a contract between a telegraf company and the sender of a message, limiting the company's liability for damages for unreported messages, is binding, in the absence of willful misconduct or gross negligence.—*Wheelock v. Postal Tel. Cable Co.* Supreme Judicial Court of Massachusetts. 83 N. E. 313.

**Revocation of Agreement to Arbitrate.**—An agreement that arbitrators shall be appointed in case a controversy arises between the parties to the agreement, or an agreement to arbitrate a pending controversy, is subject to revocation at any time before a final submission to the arbitrators for their decision.—*Fluacane v. Board of Education*. Court of Appeals of New York. 82 N. E. 737.

**Unauthorized Sale by Carrier.**—A sale of goods by a carrier, on the refusal of the consignee to accept them, is unauthorized, where the sale is for much less than the market value and is made without notice of sale, and immediate sale is unnecessary to protect the carrier in its freight charges, and it is liable for the fair market value at the time of sale.—*Missouri K. & T. Ry. Co. v. Groce*. Court of Civil Appeals of Texas. 106 S. W. 720.

**Setting Aside Arbitration.**—Where independent questions are submitted to arbitration, the fact that the award on one question is bad will not necessarily result in the setting aside of the award on the other questions, unless the same vice affects them all, or unless the void part is a consideration for the other parts, or so affects the other parts that they are naturally dependent on each other.—*Donaldson v. Buhlman*. Supreme Court of Wisconsin. 114 N. W. 431.

**Landlord's Lien.**—The receipt of a crop by a mortgagee in a mortgage executed by a tenant is a conversion of the crop as against the landlord having a lien thereon for rent, where the mortgagee receives the crop within 30 days after its removal from the premises, whether the landlord brings suit within 30 days, or fails to assert a claim thereto or to take any other steps, the mortgage being subject to the landlord's lien.—*Sexton Rice & Irrigation Co. v. Sexton*. Court of Civil Appeals of Texas. 106 S. W. 728.

**Check "In Full" No Settlement.**—Where a debtor remits by mail a sum less than the amount due, but which he in good faith believes to be all that is due or claimed by the creditor, the fact that he marks the check upon the margin "In full to date," or in the account which he renders describes it as "Check to balance in full," does not constitute it a payment made in settlement of a disputed claim; and the acceptance of such check by the creditor is not an accord and satisfaction.—*Canadian Fish Co. v. McShane*. Supreme Court of Nebraska. 114 N. W. 594.

**Furnishing Cars on Notice.**—A rule promulgated by the State Corporation Commission required railway companies to fur-

nish cars of the required kind upon four days' application, and provided for a forfeiture for each day's default. By another rule the commission reserved the right at any time or under any circumstances to suspend the operation of the rules whenever justice might demand. Held, that the rule was unreasonable and void as applied to shipments to points outside the state.—*Southern Ry. Co. v. Commonwealth*. Supreme Court of Appeals of Virginia. 60 S. E. 70.

**Failure of Proceeds of Sale to Meet Draft Good Cause of Action.**—A declaration in an action on a foreign draft on its face presents a good cause of action, where it avers direction to defendants to pay to the order of the drawers the amount stated, indorsement to plaintiff of the draft with a bill of lading attached, the presentation, acceptance, and dishonor and notice thereof to defendants, sale of the grain covered by the bill of lading and failure of the proceeds to pay the draft in full.—*Hammond, Snyder & Co. v. American Express Co.* Court of Appeals of Maryland. 68 Atl. 497.

**Failure to Furnish Cars.**—Under Sayles' Ann. Civ. St. 1897, arts. 4497, 4498, 4499, providing for a penalty against a carrier for failure to furnish cars on application, and requiring the application to state the time when they are desired, and allowing the carrier three days after receiving the application in which to furnish the cars, an application for cars requiring them to be furnished the day after the date of the application is not a sufficient compliance with the statute to subject the carrier to the penalty.—*Texas & F. Ry. Co. v. Blocker*. Court of Civil Appeals of Texas. 106 S. W. 718.

**Draft—Custom—Law Governing Payment.**—Where a draft at 60 days' sight is drawn against a consignment of wheat, the fact that it has a bill of lading for the wheat attached, and contains the words, "to be surrendered upon payment of this bill before maturity under discount on or before the arrival of vessel," will not change the time of maturity.—A custom or usage cannot be permitted to be shown in order to fix a different maturity from that plainly appearing on the face of a draft.—The payment of a draft is regulated by the laws of the place where it is accepted to be paid.—*Hammond, Snyder & Co. v. American Express Co.* Court of Appeals of Maryland. 68 Atl. 496.

**Posting Certificates of Weight and Grade in North Dakota.**—Chapter 113, p. 167, of the Laws of 1907, which is entitled "An act requiring elevator companies transacting business in this state to return certificates of inspection and weighmaster's certificate of weight to the local buyer," and which provides for the return of such certificates by the elevator companies, etc., to their local agents, and also that the latter shall post the same in a conspicuous place in the elevators, does not contravene section 61 of the state Constitution, which requires that no bill shall embrace more than one subject, which shall be expressed in its title. The subject or object of the act is to furnish information to the public of the facts which such official certificates will impart, and the provisions of section 2 (page 168) requiring local agents to post such certificates in their elevators are germane to the provisions of section 1, and hence to the subject embraced in the title of the act.—*State v. Minneapolis & Northern Elevator Co.* Supreme Court of North Dakota. 114 N. W. 482.

Pure food experts of the Agricultural Dept. have been devoting considerable attention to so called stock foods. A bulletin is being prepared showing analysis of stock foods now on market. Condition powders have been placed on the market under the name of stock food and the manufacturers are presenting their case to the pure food experts. The experts will split hairs and nothing practical will be accomplished.

## Waiver of Confirmation by Subsequent Reply.

Howe Grain & Mer. Co.

*V.*  
*J. T. Stark Grain Co.*  
On Apr. 30, the J. T. Stark Grain Co. sold the Howe Grain & Mer. Co., two cars No. 3 corn, confirming same basis shippers (Stark) weights and grade, to which the Howe Grain & Mer. Co. objected in letter dated May 1, claiming that corn was sold to arrive at destination "dry and all right." To this on May 2 the J. T. Stark Grain Co. replied guaranteeing that corn would arrive at destination "dry and in good order."

The Committee hold that the J. T. Stark Grain Co. waived its right to insist on Starks grade in settlement. The car in controversy was shipped to Howe.

Evidence shows that corn was not No. 3 on arrival and samples submitted shows it to be No. 4 in the opinion of this Committee. The Committee fixes a reasonable difference in this case between No. 3 and No. 4 corn that is dry at 2c per bushel.

It is, therefore, ordered that the J. T. Stark Grain Co. pay to the Howe Grain & Mer. Co., \$19.64, being 2c per bu. on 982 bu., the amount contained in S. P. No. 16391, and the secy. is instructed to return to the Howe Grain & Mer. Co., its deposit in this case.

J. P. Harrison, E. R. Kopp, Kent Barber, Arbitration Committee, Texas Grain Dealers Ass'n.

## Seller to Make Good Freight Paid Short of Minimum Weight.

Howe Grain & Mer. Co.

*V.*  
*S. Edwards.*  
On Aug. 22, 1907, defendant sold plaintiff one car of red rust proof oats at 53c per bushel f. o. b. "Orient" point in Texas. It was agreed that Memphis weights should govern. Plaintiff has furnished official certificate of weight at Memphis showing that the car contained 35,906 lbs., a loss in weight from the defendant's invoice of 4,094 lbs., which amounts to \$67.81. It also develops that the car in which these oats were shipped was not loaded to the minimum required by the railroad and the plaintiff therefore, was compelled to pay dead freight on 4,094 lbs. of oats at 20c per cwt., amounting to \$8.19.

Altho frequently notified to appear at this meeting of the arbitration committee, the defendant failed to do so and after full and due consideration of the case, a default judgment is given against the defend-



Congress—What's your Objection to our Proposed Anti-Futures Law, Mr. Farmer?

Farmer—Just this, squire; I sold my Wheat this year at \$1.16 for Future Delivery. Now, it takes a good bit of time to get to market. If I had not sold it until I got there to-day I would get \$1.00 and Be 16 Cents Out on the deal.

—Minneapolis Journal.



ant in favor of the plaintiff for \$76.00, amount claimed.

It is therefore ordered that the Defendant, S. Edwards, pay the plaintiff, the Howe Grain & Mer. Co., \$76.00 at Howe, Texas, within 20 days from this date, and further, that the defendant pay to H. B. Dorsey, Secy. of the Texas Grain Dealers Ass'n at Fort Worth, Texas, \$5.00, the arbitration fee in this case, and the secretary is instructed to return to the plaintiff its deposit fee.

J. P. Harrison, C. L. Moss, E. R. Kolp, Arbitration Committee Texas Grain Dealers Ass'n.

## Negligent Delay in Inspection—Burden on Receiver.

Texas Grain & Elevator Co.

vs.

Mugg & Pemberton Co.

Mugg & Pemberton Co., sold the Texas Grain & Elevator Co., a car of corn chops, shipment to be based on destination weights and grades. The car arrived at destination May 25, but was not inspected until June 12, then the chops were found to be in a heating condition.

The fact that these chops were in a heating condition on June 12 is not conclusive evidence by any means that the chops were heating on May 26, the date of arrival, and since the receivers did not inspect the car until 17 days after arrival, we consider they did not use due diligence in taking care of the car, and we therefore find for the defendant and instruct the secy. to return to the Mugg & Pemberton Co. its deposit fee in this case.

J. P. Harrison, C. L. Moss, T. G. Moore, Arbitration Committee Texas Grain Dealers Ass'n.

## Failure to Ascertain Weight at F. O. B. Point—Buyer to Pay Surplus Freight.

Mugg & Pemberton Co.

v.

J. T. Stark Grain Co.

Plaintiff sold defendant five cars No. 3 or better mixed corn at 51½ f. o. b. Plano, destination terms. Car C. R. I. & P. No. 7690, was received in due time and was invoiced at 48,450 lbs. Without unloading the defendant paid the freight and re-consigned the car to San Antonio, applying the same billing out. Upon arrival at San Antonio the contents were found to be 45,000 lbs. Destination weights were protected by plaintiff, but it seeks to recover \$8.79 surplus freight paid at Plano, 3,450 lbs. at 2½¢.

By reason of the billing being applied by the defendant in the outbound movement, and further that the grain probably was milled-in-transit at San Antonio on the gross weight, the committee finds that plaintiff would probably fail to collect the claim from the railroad company, and as he was put in this position by the defendant when he failed to unload the car at Plano as provided in the contract and submit to plaintiff proper expense bill upon which a claim for overcharge might be maintained.

The committee orders the defendant to pay to the plaintiff \$8.79, being 2½¢ per 100 lbs. on 3,450 lbs. excess freight, and the secretary is instructed to return to the Mugg & Pemberton Co., its deposit fee in this case.

J. P. Harrison,  
E. R. Kolp.

The undersigned dissents from the opinion stated above agreeing with the other members of the committee that the contract implied that the destination of this grain was Plano, Texas. This being the case and the sale being made delivered at Plano, and the Mugg & Pemberton Co. having sold the grain delivered, it is their duty to pay transportation charges as far as Plano but no farther, and such overcharge as may have accrued in cost of transporting the grain from point of origin to Plano should be borne by the Mugg & Pemberton Co., and the fact that

the corn was afterwards shipped beyond Plano does not relieve them from their duty of paying all charges into Plano and making claim for any overcharge. The J. T. Stark Grain Co. paid this freight on weights furnished by the Mugg & Pemberton Co., believing that said weights were correct and in so doing, they did all they could be reasonably expected to do.

Kent Barber, Arbitration Committee, Texas Grain Dealers Ass'n.

## Custom to Sell on Central Market Weights and Grades—Notice to Protect Defaulted Contract.

J. M. Teasdale Commission Co.

v.

The Texas Grain & Elevator Co.

On Oct. 18, 1907, in a telephone conversation between the parties, plaintiff sold defendant 10,000 bu. No. 2 red Wheat at \$1.17½ per bu. delivered group 1 Texas points. In this conversation nothing was said by either party about what weights and grades would govern, but in correspondence and wire quotations of plaintiff to defendant prior to this conversation, they always based sale on "St. Louis Terms." After fully considering the matter the committee decides that the usual custom in buying from central markets is on their weights and grades and that therefore no other settlement was contemplated. The defendant, therefore, having defaulted in its contract, the amount of damage is the next consideration.

We find that on Oct. 18th the plaintiff confirmed sale on basis St. Louis weights and inspection and on the same date Texas Grain & Elevator Co. mailed a confirmation to the plaintiff specifying destination weights and grades. An exchange of letters occurred which resulted in no agreement, but on Oct. 25 defendant wired the plaintiff as follows: "(Phoenix) My letter 23 received. (Shyly) we refer you to our letter of yesterday instructing cancellation wheat account our terms being unsatisfactory."

We believe this was a sufficient notice to the plaintiff to protect its interest and that it should on this date have sold its wheat for the account of the defendant and not waited until Oct. 28.

From a letter by secretary Merchants Exchange of St. Louis, and dated Jan. 20th, we find that on Oct. 25 the price of No. 2 red wheat in St. Louis ranged from \$1.00 to \$1.02. We take as a basis for settlement the average of this range or \$1.01.

Adding the freight to Texas group 1 point would make this wheat worth on Oct. 25th \$1.16-6-10. The original contract was at \$1.17½ or a loss of 65/100¢ per bu. on 10,000 bu., making \$65.00. We use the price of No. 2 red wheat on Oct. 25th in determining the loss rather than the December option, as contended for by the plaintiff, because it is evident that the commodity sold was No. 2 red wheat and not "December option."

It is therefore ordered that the defendant pay to the plaintiff within twenty days the amount of this award, \$65.00, and the Secretary is instructed to return to the plaintiff its deposit fee in this case.

J. P. Harrison, C. L. Moss, E. R. Kolp, Arbitration Committee Texas Grain Dealers Ass'n.

In a decision relating to legitimate grain exchanges Judge Grosscup of the U. S. District Court said, "These marts of trade are, in many respects, greatly beneficial to the interests of mankind. They balance, like the governor of an engine, the otherwise erratic course of prices. They focus intelligence from all lands, and the prospects for the whole year, by bringing together minds trained to weigh such intelligence and to forecast the prospects. They tend to steady the markets more nearly to their right level than if left to chance and unhindered manipulation."

## Mac Bride Coal & Coke Co.

Producers and Shippers  
GENUINE POCAHONTAS and NEW RIVER  
**SMOKELESS COAL**  
Also Pennsylvania, West Virginia, Ohio, Indiana and Illinois Coal. Foundry, Furnace, Crushed and Gas House Coke.

Fisher Building, CHICAGO, ILL.  
Long Distance Telephones Harrison 419 and 630

## NON-SIFTING SAMPLE ENVELOPES

**Howe Envelope Co., Ltd.**  
303 Congress St. West, Detroit, Mich.

## You Will Not

be compelled to file claims for shortages if your cars are equipped with

## The Kennedy Car Liner

It positively prevents leakage of grain in transit.

Further information cheerfully furnished if desired.

**FRED. W. KENNEDY, M'fr.**  
Shelbyville, Indiana

## HERE IT IS!



That Friction Jaw Clutch you have wished for but have never seen.

One that won't slip when oiled. Starts machinery without jar or jolt.

The machinist who installs this clutch doesn't need to wonder whether it will take hold or not.

HE KNOWS. This clutch is a positive drive at a practical price.

**\$10 to \$30**

Thirty days' trial to convince you.

**The Standard Clutch Mfg. Co.**

Successors to

**Standard Mfg. Co.**

SIDNEY, OHIO

## CIFER CODES

Use a good Telegraph Cifer Code. Prevent Errors, Reduce the Cost of Sending Messages and Prevent Contents Becoming Known to Agents.

**ROBINSON'S TELEGRAPH CIPHER CODE** is used more extensively by the grain trade than all others combined. Well arranged, compact; can easily be carried in the pocket. Well printed on good paper. Bound in leather, \$2.00; cloth, \$1.50.

**HAY AND GRAIN CIPHER CODE** is for the use of hay receivers and shippers. Is well arranged, compact and well printed on good paper. Price, \$1.00.

**A. B. C. INTERNATIONAL CODE** is used more extensively in international trade than any other. Bound in cloth, 480 pages. Fourth edition, \$5.00. Fifth edition, 1,400 pages, \$7.00.

**BALTIMORE EXPORT CABLE CODE**, the latest, simplest and most popular code used in the export grain trade. Bound in leather, 152 pages. Price, \$8.00.

**COMPANION CABLE CODE**, a complete general code, with words from the official telegraph vocabulary. Bound in cloth, 144 pages. Price, \$5.00.

**RIVERSIDE CODE**, fifth edition, specially adapted for use of millers and flour dealers who do an export business. Bound in flexible leather covers, 228 pages. Price, \$3.00.

**UNITED STATES CIPHER CODE**, bound in cloth, 136 pages. Price, \$3.00.

**AMERICAN SEED TRADE ASSN.'S CODE**, well bound in either flexible or hard cloth covers, 124 pages. Price, \$2.00.

**YOUR NAME** in gilt letters stamped on front cover on any of above books for 25c extra.

For any of the above, address

**GRAIN DEALERS JOURNAL**

255 La Salle Street, Chicago, Ill.

## WUD U SELL OUT

Then read the advertisements in the "Elevators Wanted" column of the Grain Dealers Journal, or better still, advertise your property in the "Elevators For Sale" columns of the Grain Dealers Journal, and get your own price for it.

Ads in these department cost only 15c a line, yet bring prompt results.

**GRAIN DEALERS JOURNAL**

255 La Salle St., Chicago, Ill.

The Journal is published on the 10th and 25th of each month

## Grain Storage Receipts

Designed to be used by country elevator men, who store grain for patrons, in keeping a record of grain stored.

These receipts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The receipt is signed by the elevator man and shows he has received in store of.....net bus.....Wheat to be stored and insured under following conditions, etc.

The stub is used for recording the name of the owner of the wheat, the number of gross bus., dockage bus., and net bus. and lbs., grade and dockage per bu.

Each book contains 50 receipts printed on bond paper, 10½x3½ in.

Order form No. 4. Price 50 cents.

**GRAIN DEALERS JOURNAL**

255 La Salle St. CHICAGO, ILL.

## Corn and Oat Tables —ON CARDS—

Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flaxseed, ear corn and oats up to 4,090 pounds to bushels of 56, 70, 72, 75, 80 and 32, 33, and 35 pounds. Printed in two colors, on heavy Bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered 50 cts.

**Grain Dealers Journal**

255 La Salle St. Chicago, Ill.

## Clark's Decimal Grain Values

**SAVES TIME, MONEY AND PREVENTS ERRORS**

It shows at a glance or with the simplest addition the cost of any quantity of Oats, Corn, Rye, Flax Seed, Wheat, Clover, Peas, Potatoes, Barley and Buckwheat at any possible market price per bushel and reduces pounds to bushels on the same page.

The values are shown directly from the pounds without reducing to bushels.

Quantities are shown in red figures, and values in black. The price being given at top and bottom of columns on each page.

Reductions to bushels are given in two columns, the larger showing the equivalent of the full line, or thousands, in the quantity column; the smaller the hundreds only.

Form No. 85 printed on best linen ledger paper and bound in cloth half leather. Price \$6.00.

Form No. 36 printed on 80 pound book paper bound in art canvas. Price \$5.00.

ADDRESS

**GRAIN DEALERS JOURNAL**

255 La Salle Street CHICAGO, ILL.

## STATE DEMURRAGE RULES

Compiled by **JOHN B. DAISH**  
President American Shippers' Association

¶ Is a compilation of rules relating to demurrage, so-called reciprocal demurrage or delayage, which have been enacted by the legislatures of the several states or promulgated by commissions organized under state authority.

¶ It contains a digest in tabulated form of the demurrage rules, a copy of the South Carolina form for ordering cars, and a list of the states in which adequate car facilities must be supplied.

Price \$1.00

**GRAIN DEALERS JOURNAL**

255 La Salle Street CHICAGO, ILL.

## THE VALUE OF AN ADVERTISEMENT

Depends upon placing it before the right persons. You can get your advertisements before the grain dealers of the country by using this space.

## SITUATION WANTED

As manager of country grain elevator by responsible man of experience.

See "Situations Wanted" columns of

**GRAIN DEALERS JOURNAL, CHICAGO**



## Supply Trade

The meeting of the creditors of the J. Thompson & Sons Mfg. Co. was held in Rockford, Ill., Feb. 22.

The receiver of the Wolf Company, Chambersburg, Pa., has been discharged. The company will be reorganized soon.

P. A. Kilner, who had been secretary of the Downie-Wright Mfg. Co., for several years is alleged to have lost \$20,000 speculating in grain in Chicago.

F. R. Morris has increased the number of air flues in each of his driers he is now building. He claims it gives more drying capacity as well as increased efficiency.

The annual meeting of the Grain Shippers Mutual Fire Insurance Co. was held in Ida Grove, Ia., last week. The following officers were elected: W. E. Johnston, pres.; F. D. Babcock, vice-pres. The company is in a flourishing condition and expects to invade Minnesota territory this year.

The Grain Dealers Supply Co. recently incorporated, has opened an office in Minneapolis at 322 Fourth Ave. So. The company will furnish machinery and supplies to grain dealers including a full line of power transmission machinery, Avery Automatic Scales, gasoline engines, and all equipment needed in any elevator. L. Buege and H. G. Bushnell are the incorporators.

A manufacturer handed one of our solicitors some bitter words on the subject of advertising. "Why," said he, "my goods are better than So-and-so's, but people go to the stores and ask for his instead of mine." (So-and-so's goods are advertised in The Journal.) This man is probably prejudiced in favor of his own goods, but what do you think of his remark as a tribute to the power of advertising?

The Avery Scale Co. reports the following sales: Ill.: P. W. Essenpreis, Pierron; G. F. Flessner, Secor. Wis. Horlicks Malted Milk Co., Racine; Marinette Flour Mills Co., Marinette, Mass.: C. W. Bowker, Worcester. Kan.: Turon Mill & Elevator Co., Turon. Ohio: Gardner Grain & Mill Co., Bellevue. Minn.: Farmers Elevator Co., Burr. Neb.: Nebraska Iowa Elevator Co., Pleasant Dale.

Recent buyers of Hess U. S. Moisture Testers are: Bartlett Frazier & Carrington, Corn Products Mfg. Co., Chicago; In Ind.: McCray & Morrison, Kentland; Goodland Grain Co., Goodland; McDonald & Co., New Albany; S. Finney, Wellsboro; Ill.: Chas. V. Barr and Kersten & Smiley, Plainfield; S. Zorn & Co., Downs; Ky.: A. Brandeis & Son and S. Zorn & Co., Louisville; Tenn.: Steel Elevator & Storage Co., Nashville; Mo.: Ralston Purina Co., St. Louis.

The Hess Warming Ventilating Co. has bot a site at 12th and Western Ave., Chicago, and will immediately build a three story brick factory, 96x100 ft., mill construction. Each machine will be connected direct to electric motor. The new plant which is expected to be ready early in April will give the company the additional capacity so much needed to meet the increasing demand for Hess Driers and Moisture Testers.

Where machinery shipped to defendant

was to be sold by him for not less than the list or invoice price, so that defendant could not sell at any price he chose, and where payment could not be received at any time defendant chose, and until sold to others the ownership was in the shipper, and the machinery was subject to return on demand, the transaction was a bailment for sale, and not a sale, is the recent decision by the Court of Appeals of Maryland in the suit by the B. F. Sturtevant Co. v. Cumberland Dugan & Co. reported in 68 Atl. 351.

Mark Twain knows that "it pays to advertise." At a recent dinner he said: "When I was editing The Virginia City Enterprise, writing copy one day and mining the next, I tried in many ways to drive home the fact that advertising pays. One day I received a letter from a subscriber saying that he had found a spider pressed between the pages of his paper. He wanted to know whether this signified good or bad luck. I replied to him through our 'Answers to Correspondents' column as follows: "'Old Subscriber.—The finding of a spider in your copy of the Enterprise was neither good luck nor bad. The spider was merely looking over our pages to find out what merchant was not advertising in them, so that he could spin his web across his door and lead a free and undisturbed existence forever after.'"

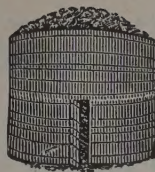
It is the reproach of American legislatures and courts that they have failed to devise a method of handling the assets of a bankrupt concern in such a way as to secure for creditors a fair share of the proceeds. When there are assets worth mentioning the receiver calls a lawyer to his aid. When the lawyer presents his bill it is one which he would not dare to submit to a solvent concern for which he might have done ten times as much work. He assumes that courts will be liberal in their allowances where a bankrupt is concerned, and so they almost invariably are. The judges proceed on the theory that work done for a receiver, no matter how trivial, should be generously recompensed. It would be well for creditors if the judicial policy in this particular were changed.—Chicago Tribune.

### Rats: Embalm Them.

Rats are about the most destructive animals to be found about a grain elevator. A recent Government report cited facts which proved they annually destroy hundreds of thousands of dollars worth of property. One of the biggest problems in elevator economy has been to get rid of the rodents. They annihilate ruthlessly whatever they attack and when cornered will fight savagely as in the case of an employe in an elevator who entered a bin where a large number of them had been lured, recently reported in the Journal.

The rat problem set Felix Girard to thinking. It occurred to him that rats might be fed a preparation which would mummify them, leave them dead in the nests and thus scare others away, for he knew enough of rat nature to know they refuse to stay where a member of their tribe is dead. After considerable experimenting such a preparation was made and has been used so successfully the Felix Girard Co., Chicago, guarantee to clear any elevator of rats in 24 hours.

We enjoy reading the interesting Grain Dealers Journal and have profited by many of its suggestions.—Teegarden & Skinner, Dunkirk, Ind.



## CORN CRIB

Sizes, 400 to 1,000 bushels. Cheap and handy. Can be set up in ten minutes. We also manufacture Steel Grain Bins, Wire Field and Lawn Fence, etc.

The Denning Wire & Fence Co.  
Cedar Rapids, Iowa

## CYCLONE BLOW PIPE CO.

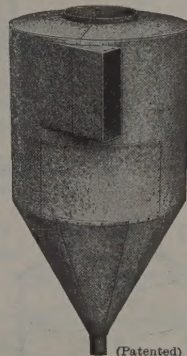
IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems.

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West Jackson Boul.  
CHICAGO, ILL.



(Patented)

"The velocity of air on the suction side of the fan is always greater with the '1905' Cyclone Collector, due to its lower resistance and consequent greater air handling capacity."—The Mechanical Engineering Dept., University of Michigan.



THE  
"NEW  
CYCLONE  
1905"

Manufactured Exclusively by

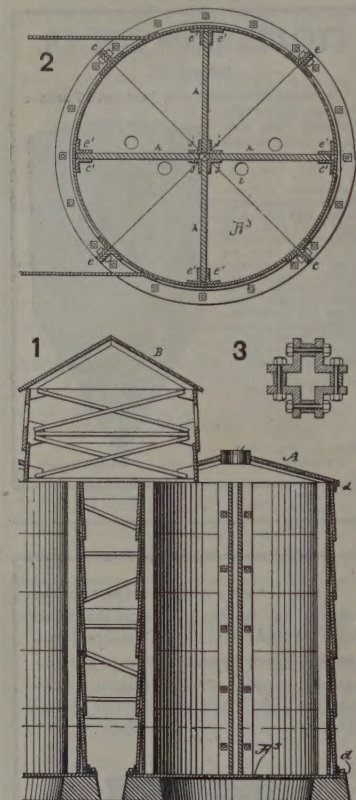
THE  
KNICKERBOCKER  
COMPANY  
JACKSON, MICHIGAN



## Portable Grain Tank and Elevator

A sectional grain elevator which can be erected in a jiffy at a country station by farmhands with no other tool than a monkey-wrench, is illustrated in the engravings herewith, the invention of John W. Tobin, of Minneapolis, Minn., who has recently been granted letters patent, No. 878,488, thereon.

The tanks are cylindrical and composed of four sections of equal size and shape.



1, Cross Section; 2, Bin Plan; 3, Central Post; of Portable Tank Elevator.

A suitable number of scarfed and pierced plates are passed thru three rolls to give them a curve, and then riveted together to form a section constituting a quarter part of the circumference of the wall of one tank. To the ends of the segment are riveted the outwardly extending curved angle irons, as shown at d, Fig. 1. The upper one serves as a flange to which is bolted a section of the roof, A, and the lower one is a similar flange to which is bolted one-quarter of the floor, A3.

On the outside face of the segment are riveted flush with the edges the outwardly extending vertical angle irons e, and to the inside concave face of the segment at the middle are riveted the inwardly extending angle irons, e', as shown in Fig. 2. The outside angle irons serve for bolting the segments together, and the inner angle irons hold the wood plank partitions, h.

The partitions are secured at the center of the bin to a column composed of four angle irons bolted together, as shown in Fig. 3, and at j, Fig. 2. The roof is formed of four sections so configured that when joined they form a conical roof of

low pitch. The floor also is in four sections.

To form a working house two of the tanks are set apart to give the needed space and walled on two sides by metal plates bolted to the tanks, its roof, B, Fig. 1, being composed of four sections. The tanks are filled and emptied in the same manner as other grain tanks of similar construction.

The advantages of this style of construction are economy, rigidity and portability. Economy is attained by doing the greater part of the work at the factory, field work being most expensive. Rigidity is obtained by having multiple grain tanks and having the work house between and resting upon them. Portability is accomplished by having the tanks fashioned in sections to be disunitd, transported in separate parts and reunited in some other locality.

## Ignorance the Curse of the Grain Trade.

Every section of the country has been more or less affected by the panic. Our congressmen, in their zeal to find and remove the cause of the depression, are about to attempt, among other things, to regulate or suppress speculation in grain futures.

There are no doubt some objections to speculation in grain, but the advantages are so very much greater, not only to the grain trade itself, but to the public at large, and the farmers in particular, that a thoro knowledge of the methods and functions of the grain exchange would remove the prejudice now existing among a large class of people.

If speculation in grain futures were suppressed, the handling of grain would become a monopoly of the larger elevator and milling concerns, and the farmer would get much less for his grain. The buyers would have no way of hedging their purchases and would naturally buy on a much wider margin.

Trading in grain futures creates a fairly stable market and enables the country buyer and farmer to know from day to day what his grain is worth and results in the grain crops of the country being handled on much narrower margins than would be the case if the buyer could not hedge his cash purchases. The country dealer now knows what the market is every hour of the day, and can protect himself against loss by selling for future delivery. The miller also protects himself on his stock of wheat by selling on the Exchange and buying later when he sells his flour.

Speculation in grain enables the farmers to market a large share of their grain directly after harvest, and carry it until it is wanted by millers and exporters.

Senator Washburn, of Minneapolis, fathered the Hatch Bill in the Senate fifteen years ago, because he knew that if speculation in wheat was eliminated, his milling company could buy on a much wider margin.

Many people seem to think that speculation is a species of gambling, but if they would stop to think, they would realize that speculation enters into nearly every kind of business activity, and that no class of people speculates more than the farmer when he plants his crop. He does not know but that it may be killed by floods, or frosts, or eaten by bugs, and has no idea what it will bring if it escapes the crop-killer.

The merchant that buys a stock of goods expects to sell at a profit, but he

frequently miscalculates and fails. There are no sure things in business. Everything is more or less speculation.—C. A. King & Co.

## You Pay the Insurance Company's Bills.

It is a mistaken notion that the fire insurance companies "pay the bills." They distribute the premiums collected from the many to those having losses. The premium charges are always adjusted to the fire loss experience. In other words, the elevator owners make their own insurance rates.

A fire loss is not entirely a matter of insurance. There is the further loss on the uninsured portion. There is the extra work and delay in rebuilding and frequently the loss of profit on the season's grain crop that cannot be handled. To the employee is frequently the loss of a position at a time that means a calamity to them.

The elevator owner, the employee and the insurance company have their interests, success and reputation jointly united in preventing fires and loss of property. The more they cooperate to that end the lower will be the cost of Mutual Insurance.—C. A. McCotter, Secretary Grain Dealers Fire Ins. Co.

## Mill Owners' Mutual Fire Insurance Co.

DES MOINES, IA. Organized 1873

INSURES MILLS, ELEVATORS,  
WAREHOUSES and CONTENTS

Net Cash Assets.....\$266,243.81  
Losses Paid.....1,339,403.60  
Saved to Policy Holders.....1,752,149.12

J. G. SHARP, Secretary

## Low Cost

for

## Short Term Insurance

Grain Insurance at short rates means from 20 to 140 per cent more than the pro rata cost for the same length of time.

Short term insurance with the

**Grain Dealers Fire Insurance Co.**  
INDIANAPOLIS, IND.

means from 40 to 50 per cent below pro rata for the time carried.

No grain dealer is using the best business precaution who does not learn our price on his elevator and keep fully protected with us.

**C. A. McCOTTER, Secretary**  
Board of Trade Building



# Fire Insurance Companies

Established 1889

## Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

**MILLS AND ELEVATORS ONLY**

Purely Mutual

**E. E. PERRY, Secretary**

THE OLD RELIABLE

## Michigan Millers' Mutual Fire Insurance Co.

OF LANSING, MICH.

Elevator and Grain Insurance

Assets - - -	\$2,616,633.05
Losses Paid - -	2,029,354.79
Net Cash Assets -	458,690.31

## Millers Mutual Fire Association of Illinois

ALTON :: ILLINOIS

Wrote \$9,897,311.23 Insurance last year  
Paid \$116,523.11 in losses last year  
Added \$20,545.96 to surplus last year  
Assessed only 40% of basis rates last year

If you want the best of Insurance  
at the lowest cost, write to us.

Insurance in force -	\$13,551,441.39
Face value of notes -	1,701,351.60
Cash Assets - - - -	\$38,018.85

GEO. POSTEL, Prest.  
A. R. McKINNEY, Sec.

Chicago Agent:  
M. W. FUGIT, 740 National Life Building.

### Grain Shippers'

## Mutual Fire Insurance Association

IDA GROVE, IOWA

Risks in force	\$8,927,000.00
Admitted assets, Dec. 30, 1907	\$50,197.76
Total liabilities	4,735.00
Net assets, Dec. 30, 1907	\$45,462.76

Dividends on the basis of 80% cost.

We write Fire, Lightning and Tornado  
Insurance for the Grain Trade.

**F. B. BABCOCK, Secretary.**

ORGANIZED 1883

## The Western Millers Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses and  
contents.

# MILLERS' NATIONAL INSURANCE CO.

CHARTERED 1865

ELEVATOR owners who are looking for cheap and safe insurance should read carefully the following; The thirty-second annual report to policy holders of the Millers' National Insurance Co., as compared with any other year, is one of the most satisfactory ever presented, which is saying much of a company which has been as successful as this one.

With a large increase in business, the losses were less than in 1906, permitting an assessment of only 6½ per cent for the year, or only 32½ per cent of the annual rate, equal to a 67½ per cent saving on the basis of a cash premium for the rate charged. The total CASH assets of the company are \$1,357,583.18, and the total liabilities are \$474,477.91, leaving a net cash surplus of \$883,105.27. Risks in force Dec. 31, 1907, \$40,340,770.96 an increase during 1907 of \$4,477,949.99. Losses paid since organization, \$5,624,753.10.

ADDRESS

# MILLERS' NATIONAL INSURANCE CO.

No. 205 La Salle Street, CHICAGO, ILLINOIS

OR NEAREST AGENCY MANAGER

CHAS. H. RIDGWAY, Kansas City, Mo., Southwestern Agency  
I. N. JUST, Seattle, Washington, Pacific Coast Agency  
H. M. GILES, Minneapolis, Minn., Northwestern Agency



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## RUBBER BELTING

If you want Belting, guaranteed to give perfect satisfaction for all classes of work insist upon your engineer specifying "Hamilton made."

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Webster 40 in. Reversible Belt Conveyor 310 feet long for Handling Grain.

## Webster Machinery

For GRAIN ELEVATORS  
and FLOUR MILLS

Write for Catalog No. 30

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Successor to  
H. L. DAY

Sole Manufacturer of DAY'S Patented Dust Collectors and Fuel Feeders; also manufacturer of Dust Collecting Systems.

Sole manufacturer of Bryant Automatic Oil Filters.

If you need a Dust Collecting System, a re-arrangement of your old Dust System, or an Exhauster Fan, write us.

THE DAY COMPANY, 1118-1126 Yale Place  
MINNEAPOLIS, MINNESOTA

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**FORWARD ALWAYS  
NEVER BACKWARD**

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Send for circular.

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SCOTT F. EVANS, Minneapolis, U. S. A.

Your elevator legs must run if the motors are equipped with

## QUIT KICKING

AND SHOVING grain cars into position.

BUY A

## WELLER STANDARD CAR PULLER



with friction clutch  
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Our car pullers are made with extra heavy bearings and gears and we guarantee them to haul given capacity altho they have been known to pull twice their rated capacity.

Weller-made machinery for any part of your elevator is a guarantee that what you buy is reliable.

A Weller Standard Car Puller will "deliver the goods" to your receiving sink with less power and more efficiency than any other make.

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